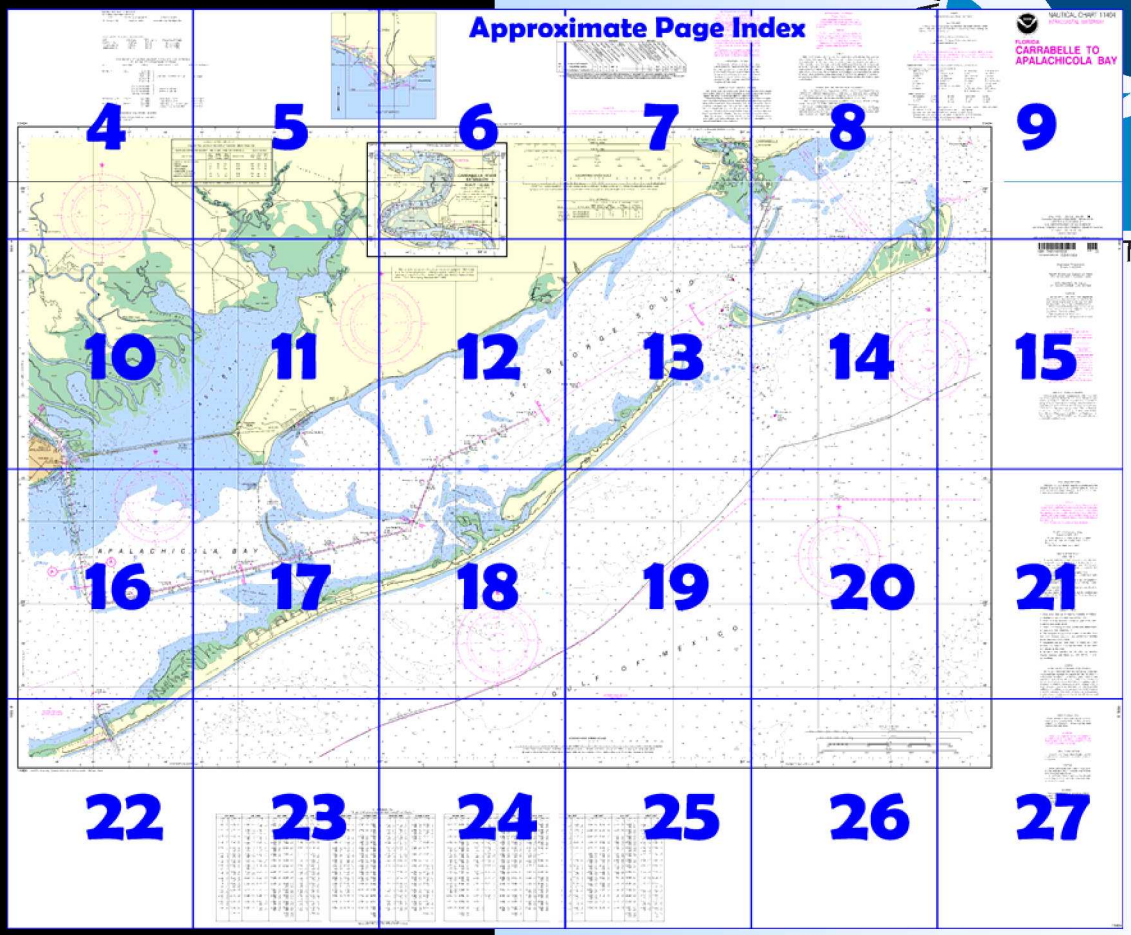
BookletChart™

Carrabelle to Apalachicola Bay

(NOAA Chart 11404)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

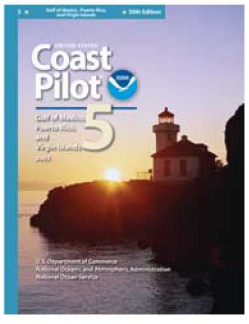
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, chapter 4 excerpts]

(57) **Carrabelle Harbor**. The principal entrance to the harbor and the sound is through **East Pass** between Dog and St. George Islands, 31 miles SW of St. Marks Light. **Carrabelle** is a small town at the mouth of the river that has several seafood processing plants.

(58) **Carrabelle River**. River currents are rather strong on the ebb. A highway bridge with a clearance of 40 feet crosses the river 0.5 mile above the turning basin.

(59) **Prominent features.** Approaching East Pass from SE on a clear day, the first objects to be seen are the sand dunes on Dog and St. George Island. On closer approach, the trees on the mainland can be seen over the islands and a few pine trees will be noticed near the W end of Dog Island. A water tower and several radio towers are also prominent.

(60) **Channels.** A dredged channel leads from the Gulf of Mexico for 3 miles through East Pass to a point W of Dog Island, thence for 5 miles through St. George Sound and Carrabelle River to a turning basin at the town of Carrabelle. From the turning basin, the channel continues for 3 miles to the confluence of New and Crooked Rivers.

(61) Shoaling to an unknown extent was reported between Carrabelle River Buoy 1 and Daybeacon 3. A visible wreck was reported about 1 mile S of Carrabelle Channel Light 13 in about 29°47'35.8"N., 84°39'57.7"W.

(62) The channels are marked by lighted ranges, a light, lighted and unlighted buoys, and daybeacons. A **022**°24' lighted range leads through the harbor channel, and a **324**° lighted range leads into the river entrance.

(63) In heavy seas, deep-draft vessels should stay in depths of 30 to 40 feet until Carrabelle Channel Lighted Bell Buoy 2 is picked up. A submerged object, covered 15 feet, was reported in the vicinity of the bell buoy.

(64) **Anchorages.** Vessels may anchor in St. George Sound behind the W end of Dog Island in depths of about 20 feet and to the NW of the E end of St. George Island in depths of 18 to 20 feet. At these anchorages, vessels with good ground tackle can safely ride out any gale except a hurricane. Small boats can anchor closer inshore behind the hook at the E end of St. George Island or at various points in the sound where depths are suitable.

(65) **Tides and currents.** At East Pass and Carrabelle the tidal currents are strong, sometimes having a velocity of 3 to 4 knots, and ordinarily at least 1 knot. They usually set across the shoals at an angle with the channel, and great care should be taken not to be set toward the shoals on either hand.

(67) **Wharves.** A town wharf, several fish wharves, and service wharves with reported depths of 7 to 15 feet alongside are along the waterfront. There is a tie-up berth for barges on the S bank of the river opposite the town.

(68) **Small-craft facilities.** A marina and a boatyard are at Carrabelle. Berths, gasoline, diesel fuel, water, ice, marine supplies, motor and radio repairs, and launching ramps are available at the marina.

(69) **St. George Island** and **Little St. George Island.** The S boundary of Apalachicola Bay, extend 24 miles W from East Pass. The islands are densely wooded except the E end of St. George Island, which is a low and barren spit. A marked channel leads to the town of **Eastpoint**. The depths were 5 feet in the entrance channel, thence 3 feet in the W arm of the channel paralleling the shore at Eastpoint and 2½ feet in the E arm. Detached breakwaters parallel the E and W arms of the channel. A bridge-causeway extends from Cat Point to St. George Island. The fixed span over the waterway has a clearance of 50 feet. In May 2001, a replacement bridge was under construction with a design clearance of 65 feet. Gasoline in cans, groceries, ice, a launching ramp, and some marine supplies are available on St. George Island from a store at the SW end of the causeway. Gasoline, diesel fuel, and limited marine supplies are available at the wharves at Eastpoint. There are seafood packing plants and numerous fish piers at Eastpoint.

(74) **Dangers.** A fan-shaped test firing area, marked by unlighted buoys, is centered about 4 miles S of the abandoned lighthouse on Little St. George Island.

(75) **Channels.** The main entrance to Apalachicola Bay is through **Government Cut** (also known as **Bob Sikes Pass)** a dredged cut between St. George and Little St. George Islands from the Gulf into the bay 4.9 miles E of the abandoned lighthouse. The entrance to the cut is protected by twin jetties. The depth was 1.4 feet (1.9 feet at midchannel). The channel is marked by lighted buoys, a lighted range, and daybeacons.

(80) **Scipio Creek Channel,** a dredged channel, leads from the river off Apalachicola to a municipal boat basin in **Scipio Creek.** The depth in the channel was 3.4 feet. (9.0 feet at midchannel) with 8.8 to 9.0 feet in the basin.

Table of Selected Chart Notes

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Plane Coordinate Grid, north zone, is indicated on this inset at 2,000 foot intervals.
The last three digits are omitted.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.759" northward and 0.332" eastward to agree with this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

PLANE COORDINATE GRID
(based on NAD 1927)

Florida State Grid, north zone, is indicated by dashed ticks at 10,000 foot intervals, thus: -+-

The last three digits are omitted.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Corrected through NM May 06/06, LNM Apr 25/06

Corrected through NM May 06/06, LNM Apr. 25/06

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — — —

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Carrabelle	(29°51'N/84°40'W)	2.6	2.4	0.8	-2.0
Apalachicola	(29°43'N/84°59'W)	1.6	1.5	0.4	-2.5
St. George Is	(29°36'N/84°57'W)	1.6	1.5	0.5	-2.5

(Sep 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CARRABELLE HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2004 AND SURVEYS TO JUL 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
CARRABELLE HARBOR ENTRANCE CHANNEL	11.7	13.4	13.2	6,7-09	150	2.3	25
HARBOR CHANNEL	16.4	14.4	12.8	6-09	150	0.6	25
TURNING BASIN	5.4	7.1	10.8	6-09	500	0.1	25
TURNING BASIN TO BRIDGE (29°50'58.8"N, 084°40'36.7"W)	9.9	10.4	11.5	6-09	100	0.6	10
BRIDGE TO 3 MILES NORTH	4.5	7.7	5.6	6-09	80	3.0	10

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

CITY	TELEPHONE NUMBER	OFFICE HOURS
Tallahassee, FL	(850) 942-8833	8:00 AM-5:00 PM (Mon.-Fri.)

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. (MHz)	BROADCAST TIMES
East Point FL	WWF-86	162.50	24 hours daily
Panama City, FL	KGG-67	162.55	24 hours daily
Tallahassee, FL	KIH-24	162.40	24 hours daily

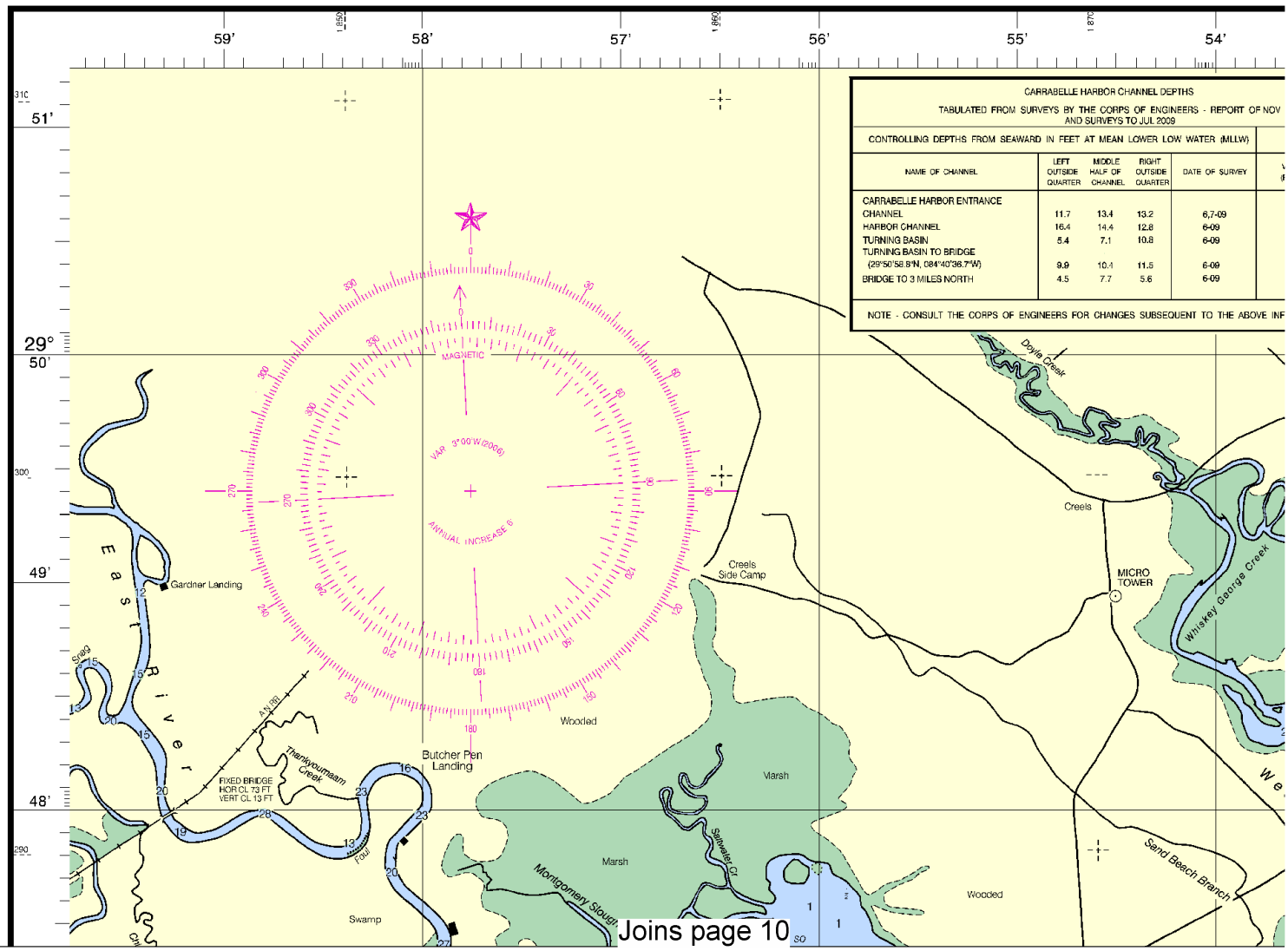
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
Mobile, AL	WLO	2572 kHz 8808.8 kHz 4397.7 kHz 13178.8 kHz 22707.6 kHz	6:00 AM, 7:00 PM & Midnight	On receipt
		(Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz	6:00 & 11:00 AM 5:00 & 11:00 PM	
St. Petersburg, FL	NMA-21	2670 kHz 157.1 MHz	8:20 AM & 7:20 PM 4:00 AM & 6:00 PM	*On receipt *On receipt
Panama City, FL	NOQ-7	2670 kHz 157.1 MHz	3:05 AM 3:05, 5:05 & 9:05 PM 4:35 & 10:35 AM 4:35 PM	On receipt On receipt

* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

11404



SIDE A

4

North

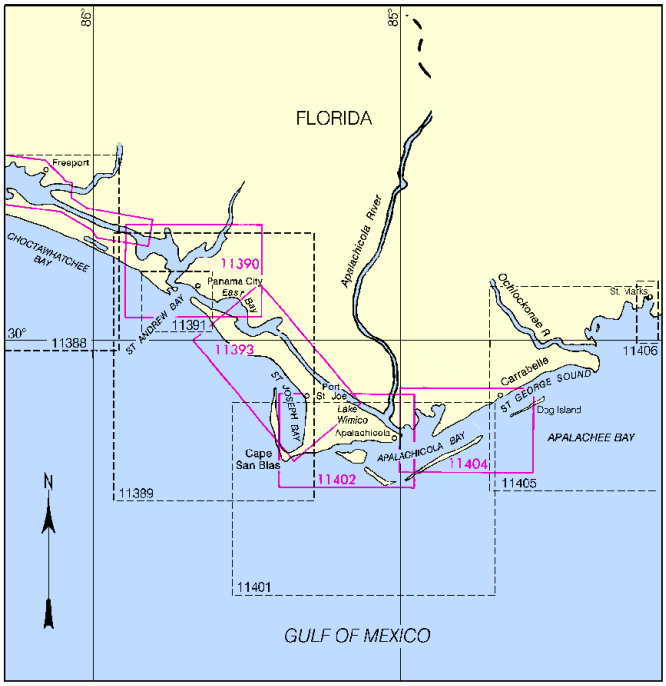
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

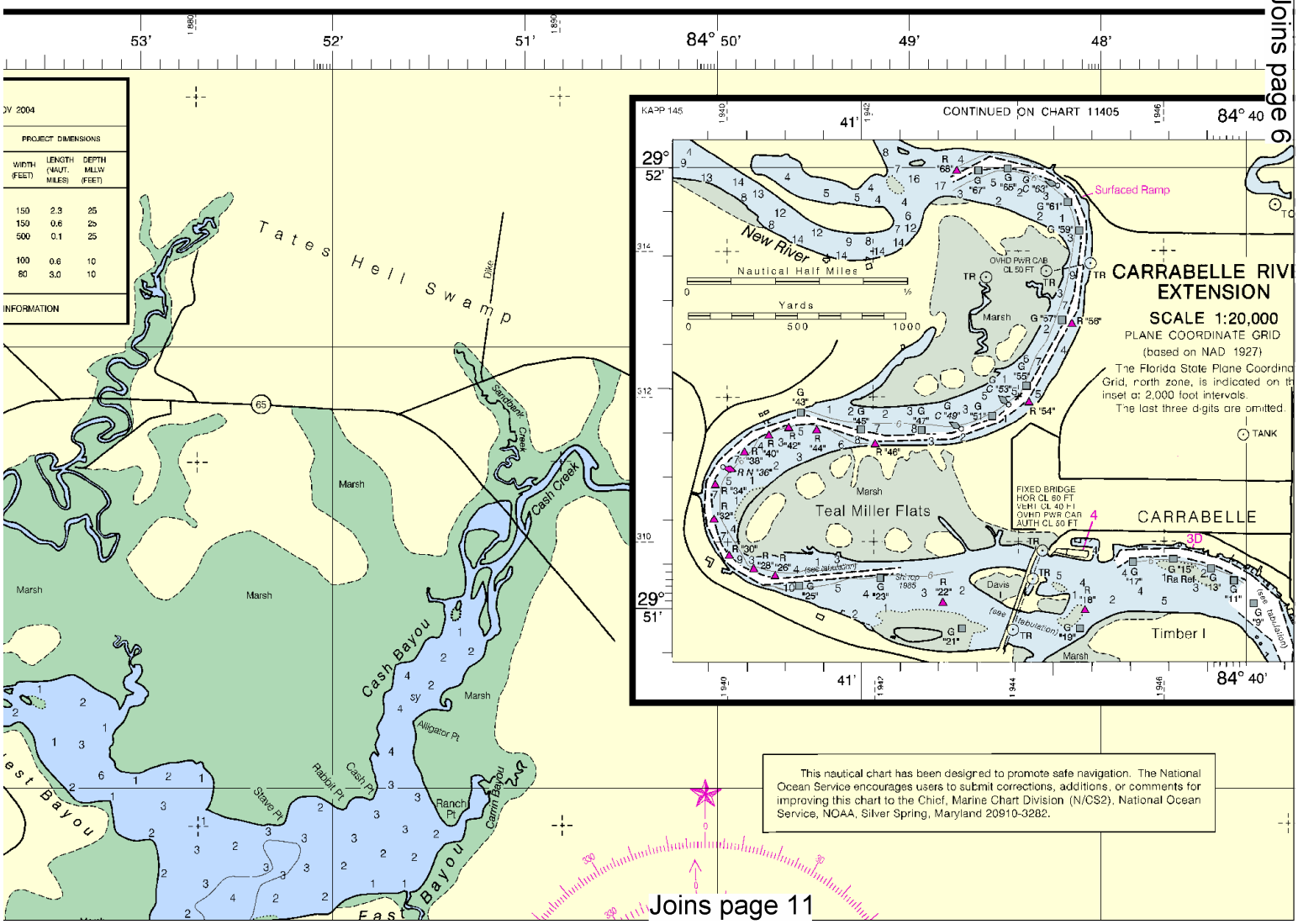
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

NAUTICAL CHART DIAGRAM



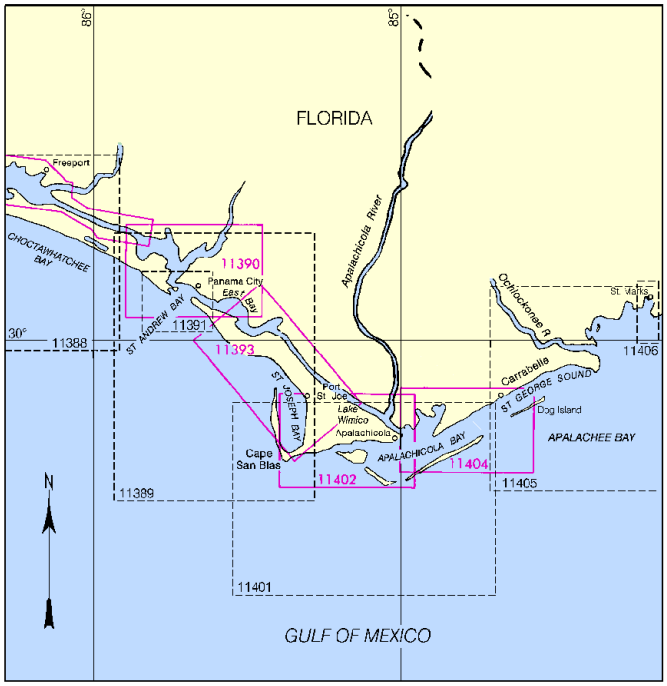
Joins page 6



Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

NAUTICAL CHART DIAGRAM



Formerly 865-SC, 1st Ed., 1970, KAPP 144

Joins page 5

51' 84° 50' 49' 48' 47' 46' 45'

KAPP 145

CONTINUED ON CHART 11405

41' 84° 40'

29° 52'

29° 51'

New River

Nautical Half Miles

Yards

Surfaced Ramp

TOWER

OVHD PWR CAB CL 50 FT

CARRABELLE RIVER EXTENSION

SCALE 1:20,000

PLANE COORDINATE GRID

(based on NAD 1927)

The Florida State Plane Coordinate Grid, north zone, is indicated on this inset at 2,000 foot intervals. The last three digits are omitted.

TANK

Marsh

Teal Miller Flats

FIXED BRIDGE HOR CL 60 FT VERT CL 40 FT OVHD PWR CAB AUTH CL 50 FT

CARRABELLE

Davis

Timber I

Swamp

Dike

Sandbank Creek

Cash Creek

Bayou

Marsh

Alligator Pt

Ranch Pt

Carm Bayou

Woodod

Royal Bluf

Marsh

To find SPEED, place one point of divide right point on 60 and left point will then ind

Name

Carrabell
Apalachi
St. Georg

(Sep 2003

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Joins page 12

North

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

INTRACOASTAL WATERWAY AIDS

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HORIZONTAL DATUM

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HURRICANES AND TROPICAL STORMS

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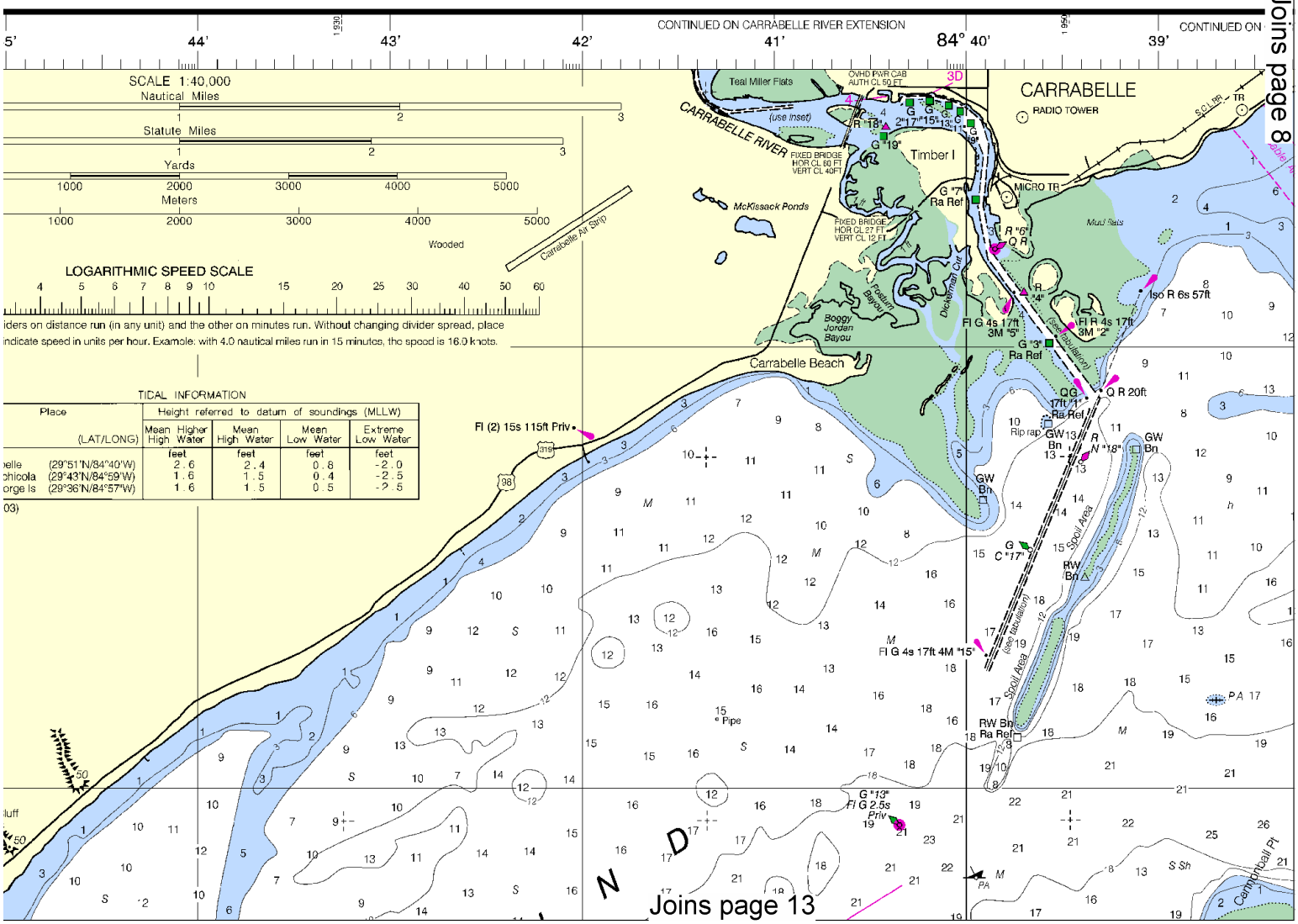
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

SMALL CRAFT FACILITY	DEPTHS: CHART SIDE	DEPTHS: APPROACH-FEET (REPORTED)	DEPTHS: ALONGSIDE-FEET (REPORTED)	SERVICES: BERTHS-MOORINGS-ELECTRICITY (TRANSIENTS)	SERVICES: RAMP, REPAIRS, SURFACED-NATURAL	SERVICES: MARINE RAILWAY-FEET, HULL-MOTOR-RADIO	SERVICES: LIFT CAPACITY-TONS	SERVICES: BOAT RENTAL: CANOE-ROW-MOTOR-KAYAK	SERVICES: CHARTER-HOUSE-SAIL	SERVICES: FOOD-LODGING-CAMPING	SERVICES: TOILETS-SHOWERS-LAUNDRY, PUMP-OUT STATION	SUPPLIES: WATER-ICE, NAUTICAL CHART SALES, WINTER STORAGE WET-DRY	SUPPLIES: GROCERIES-HARDWARE	SUPPLIES: BAIT-TACKLE	SUPPLIES: DIESEL, OIL-GASOLINE
C-QUARTERS MARINA	A	8	12	BME S							L TSLP W	C	W	GH	BT	DG
THE MOORINGS AT CARRABELLE	A	10	10	B E S							FL TSLP W	C	I	GH		DG

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
TABULATED "APPROACH-FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

SUPPLIES							
L	TSLP	W	C	W	GH	BT	DG
FL	TSLP	W	C	I	GH		DG

Column headings (partly cut off): DIESEL OIL-GASOLINE; BAIT-TACKLE; GROCERIES-HARDWARE; WATER-ICE; NAUTICAL CHART SALES; WINTER STORAGE WET-DRY; TOILETS-SHOWERS-LAUNDRY; PUMP-OUT STATION; G-CAMPING; E-SAIL

ART BY MAGENTA NUMBERS AND LEADERS.
ST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
PUMPING OUT BOAT HOLDING TANKS.

numbers

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.759" northward and 0.332" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus:

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

NOTE X

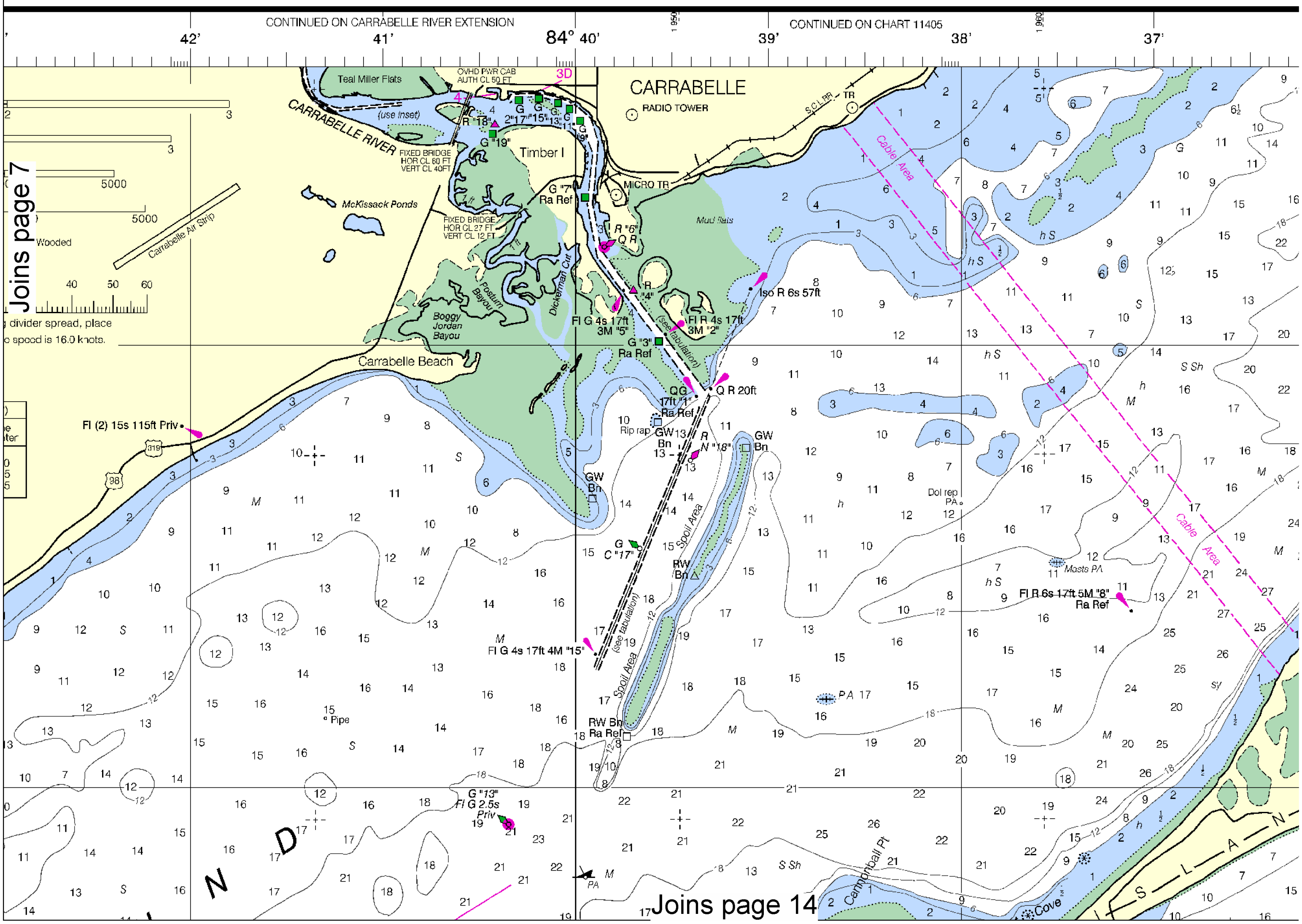
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW Washington, DC 20593



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

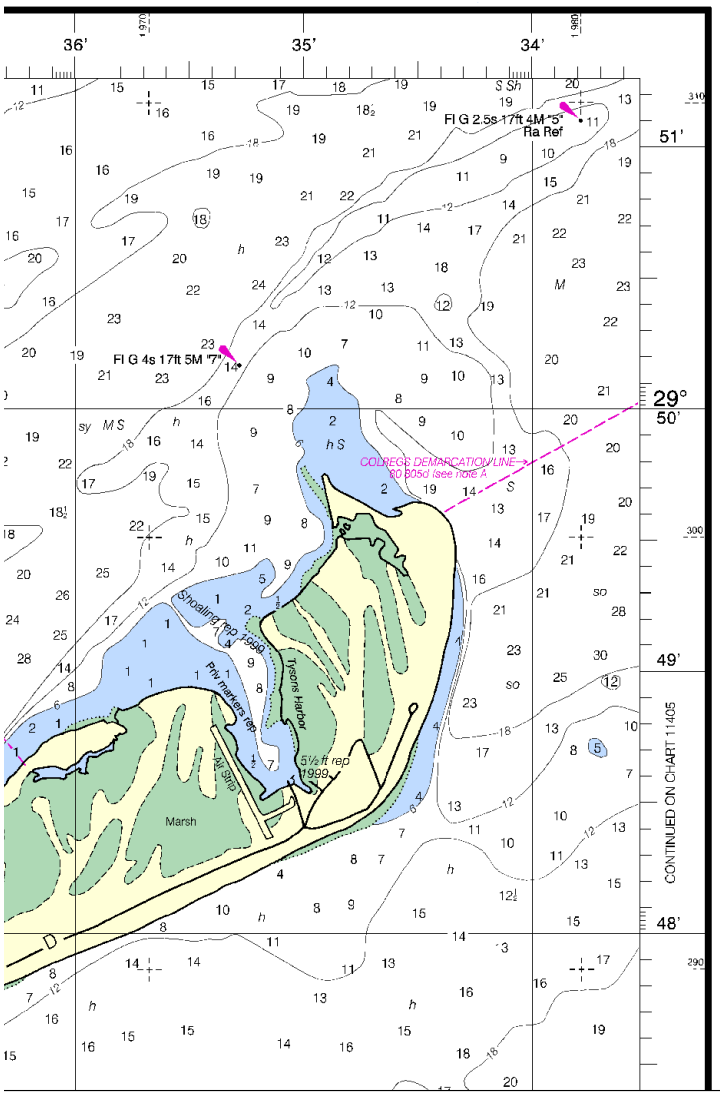
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: — — — —

11404



Joins page 15

Chart 11404 23rd Ed., May /06 ■
Corrected through NM May 06/06, LNM Apr 25/06
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Additional information can be obtained at nauticalcharts.noaa.gov.

NSN 7642014010239
NGA REFERENCE NO. 11XHA11404
ED. NO. 23

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

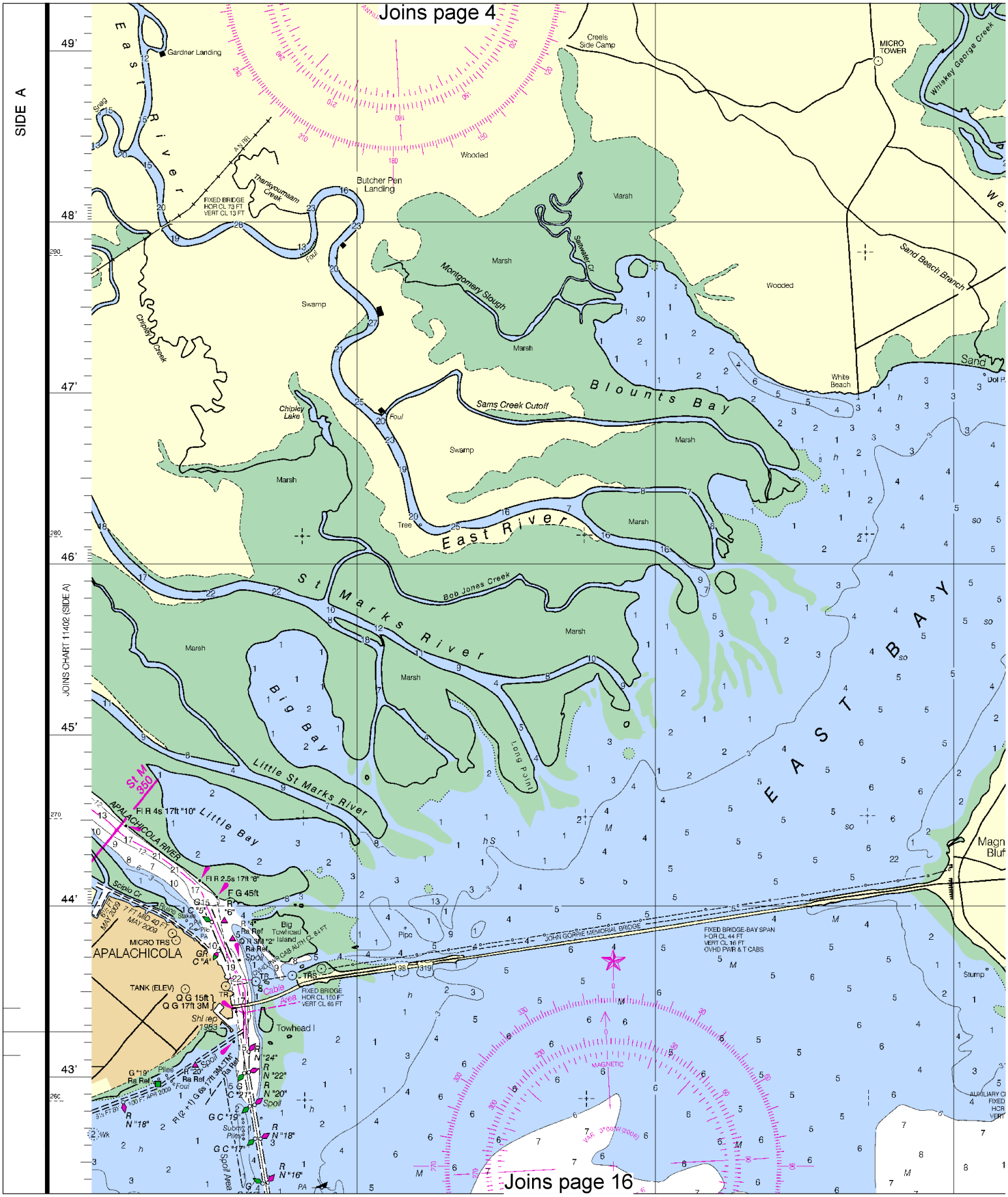
SOUNDING IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as

SIDE A

FLORIDA
CARRABELLE TO APALACHICOLA BAY



10

North

Printed at reduced scale.

~~SCALE 1:40,000~~

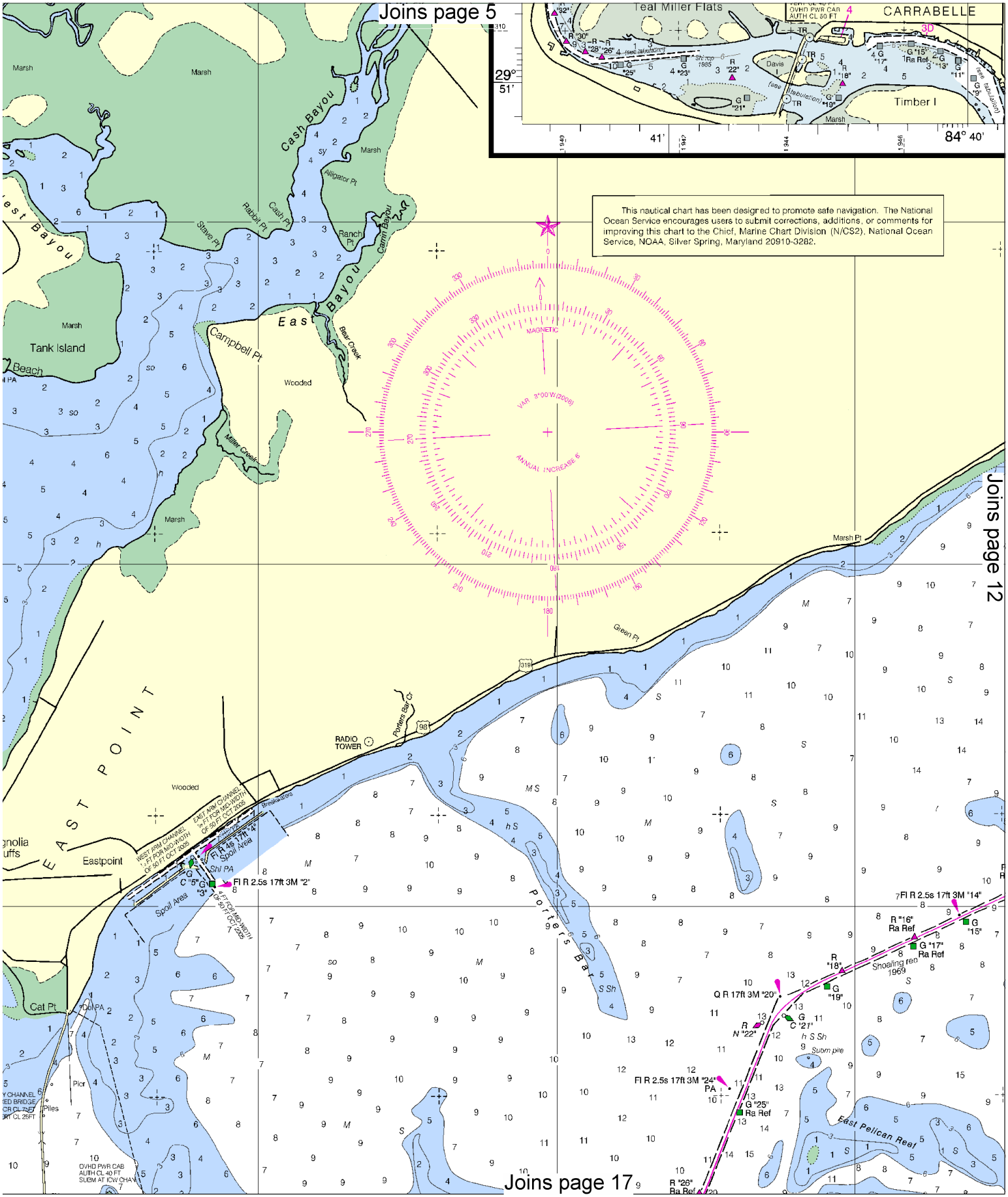
Nautical Miles

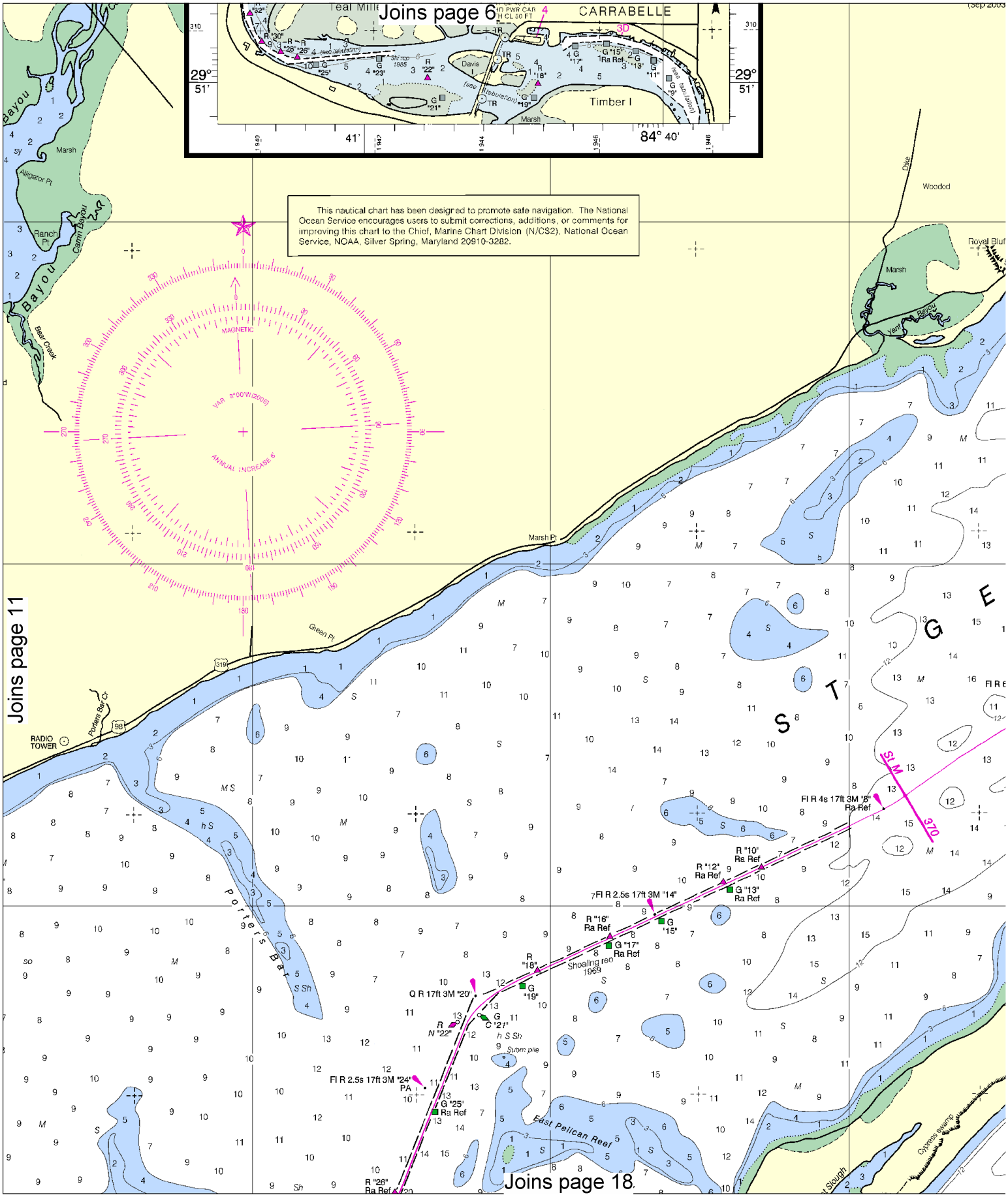
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Teal Miller Flats
CARRABELLE
Timber I
Marsh
Cash Bayou
Alligator Pt
Rabbit Pt
Cash Pt
Stove Pt
Ranch Pt
Camm Bayou
West Bayou
East Bayou
Bear Creek
Campbell Pt
Wooded
Tank Island
Beach
Miller Creek
Marsh Pt
Green Pt
Porters Bay Cr
RADIO TOWER
EAST POINT
Eastpoint
Spoil Area
Cat Pt
Pier
Piles
Porters Bar
East Pelican Reef
Shoaling reported 1969
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.
MAGNETIC
VAR 3°00'W(2006)
ANNUAL INCREASE 6'
Joins page 12
Joins page 17

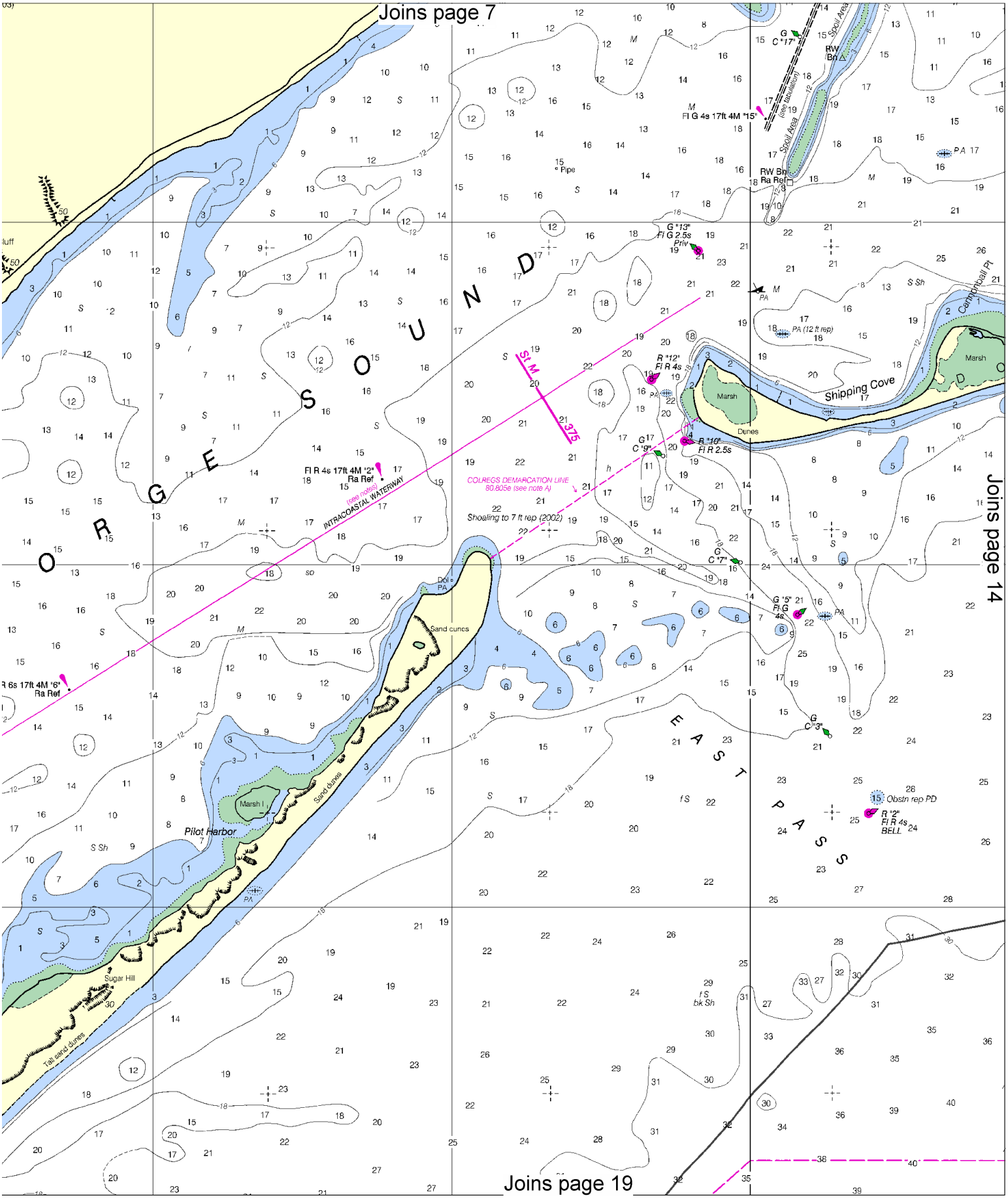


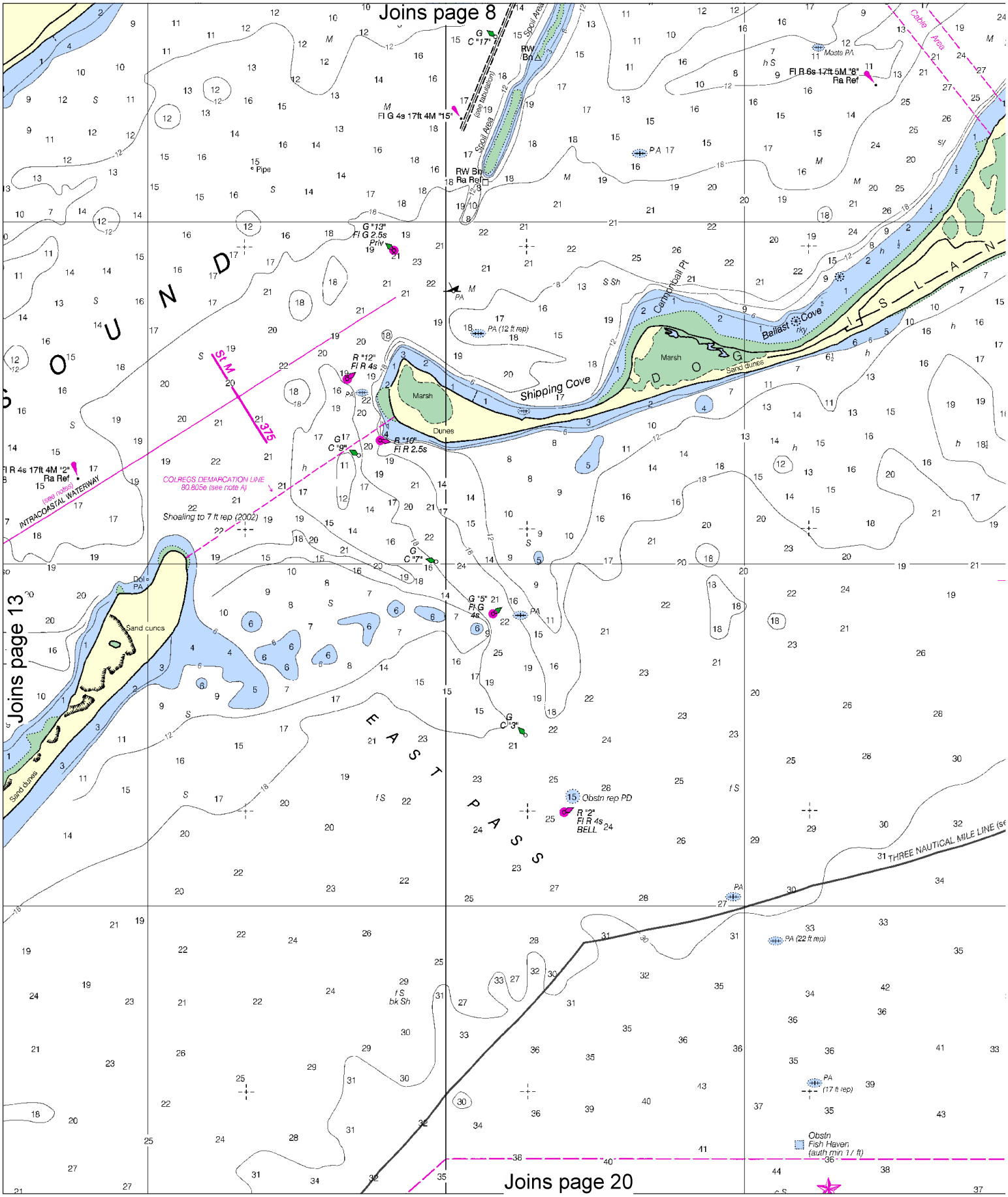
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000


Joins page 7
Joins page 14
Joins page 19
O R E G O N S O U N D
EAST PASS
Shipping Cove
Marsh
Dunes
Sand dunes
Pilot Harbor
Sugar Hill
Tall sand dunes
Marsh I.
Shoaling to 7 ft rep (2002)
COLREGS DEMARCATION LINE 80.805e (see note A)
INTRACOASTAL WATERWAY
(see notes)
Fl R 4s 17ft 4M "2" Ra Ref
R 6s 17ft 4M "6" Ra Ref
Fl G 4s 17ft 4M "15"
G "13" Fl G 2.5s Priv
R "12" Fl R 4s
R "10" Fl R 2.5s
G "9"
G "7"
G "5" Fl G 4s
G "3"
G "17"
R "2" Fl R 4s BELL
Obstn rep PD
St M
375
Pipe
Spoil Area
RW Bn
RW Bn Ra Ref
PA
PA (12 ft rep)
Dol
S Sh
fS bk Sh
Campbell Pt



North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

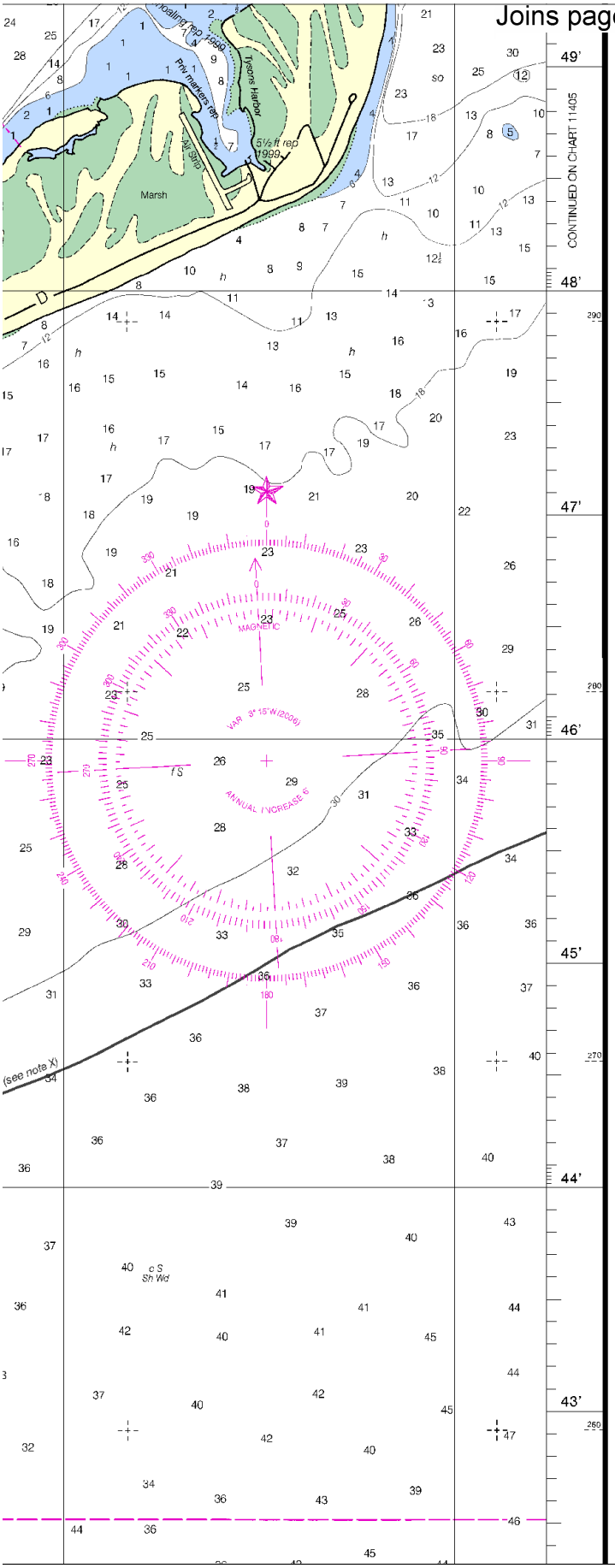
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Additional information can be obtained at nauticalcharts.noaa.gov.

NSN 7642014010239
NGA REFERENCE NO. 11XHA11404
ED. NO. 23

SIDE A

Mercator Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDING IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

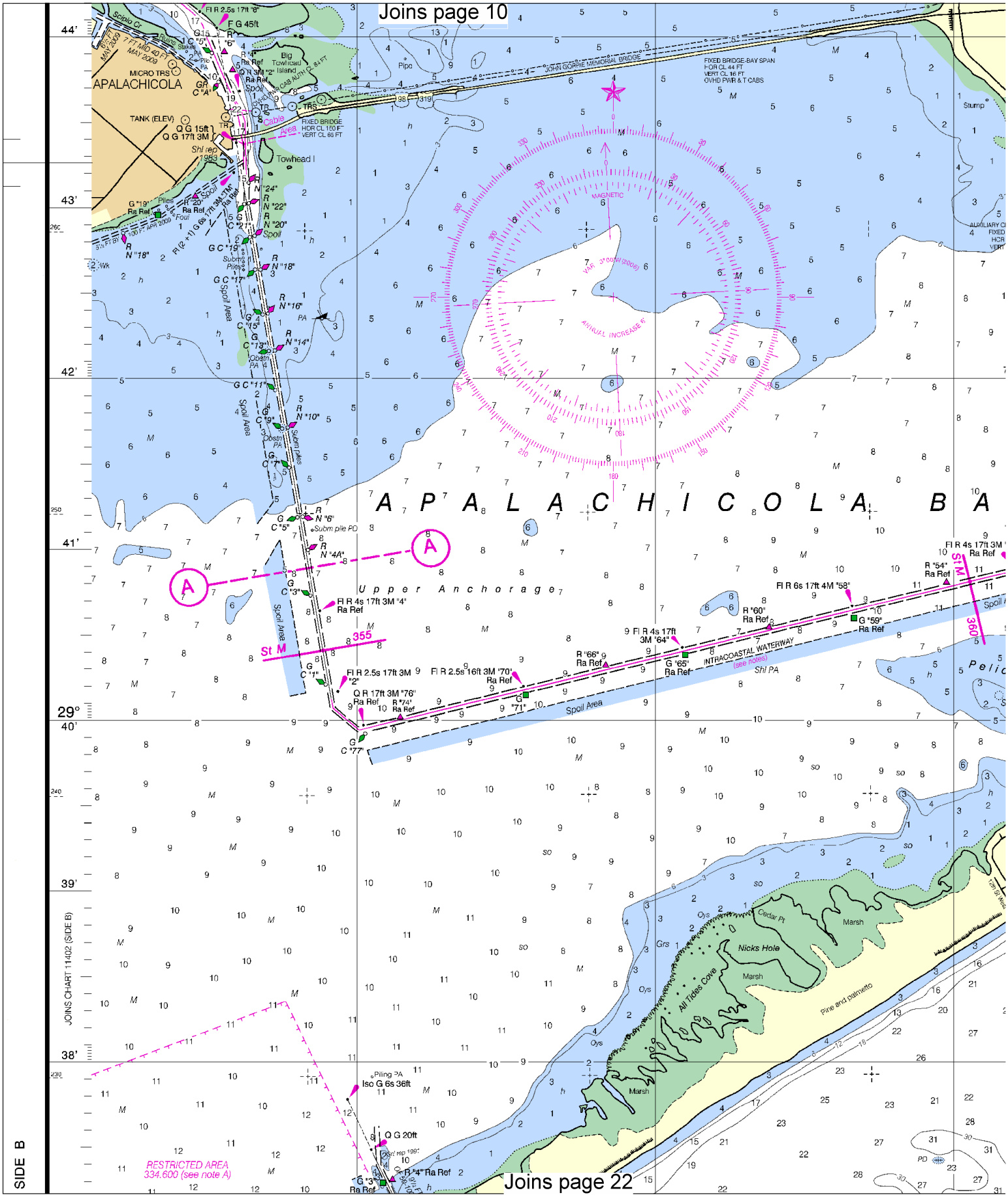
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility. If telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are pub-

Joins page 21



SIDE B

North

Printed at reduced scale.

~~SCALE 1:40,000~~

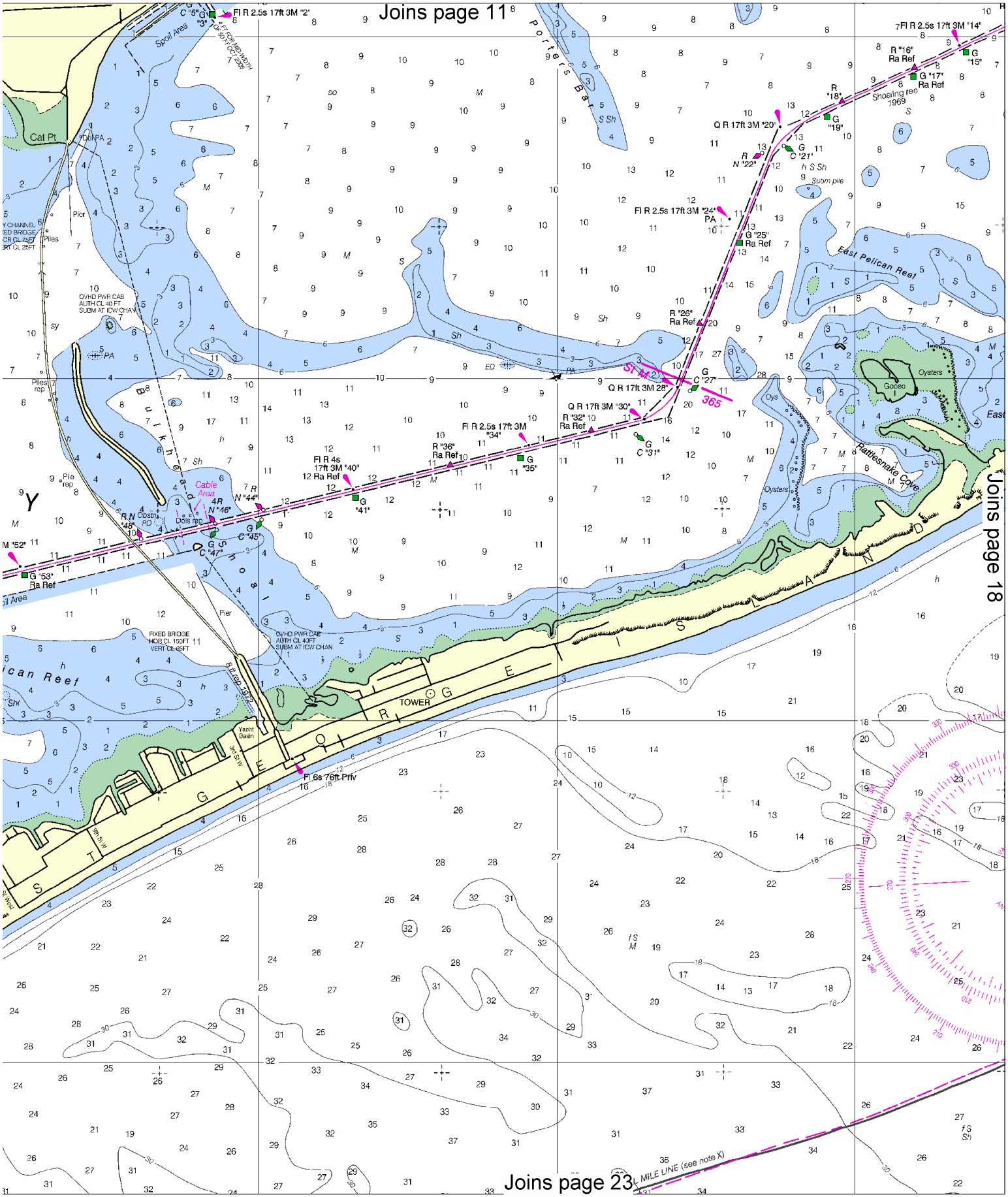
Nautical Miles

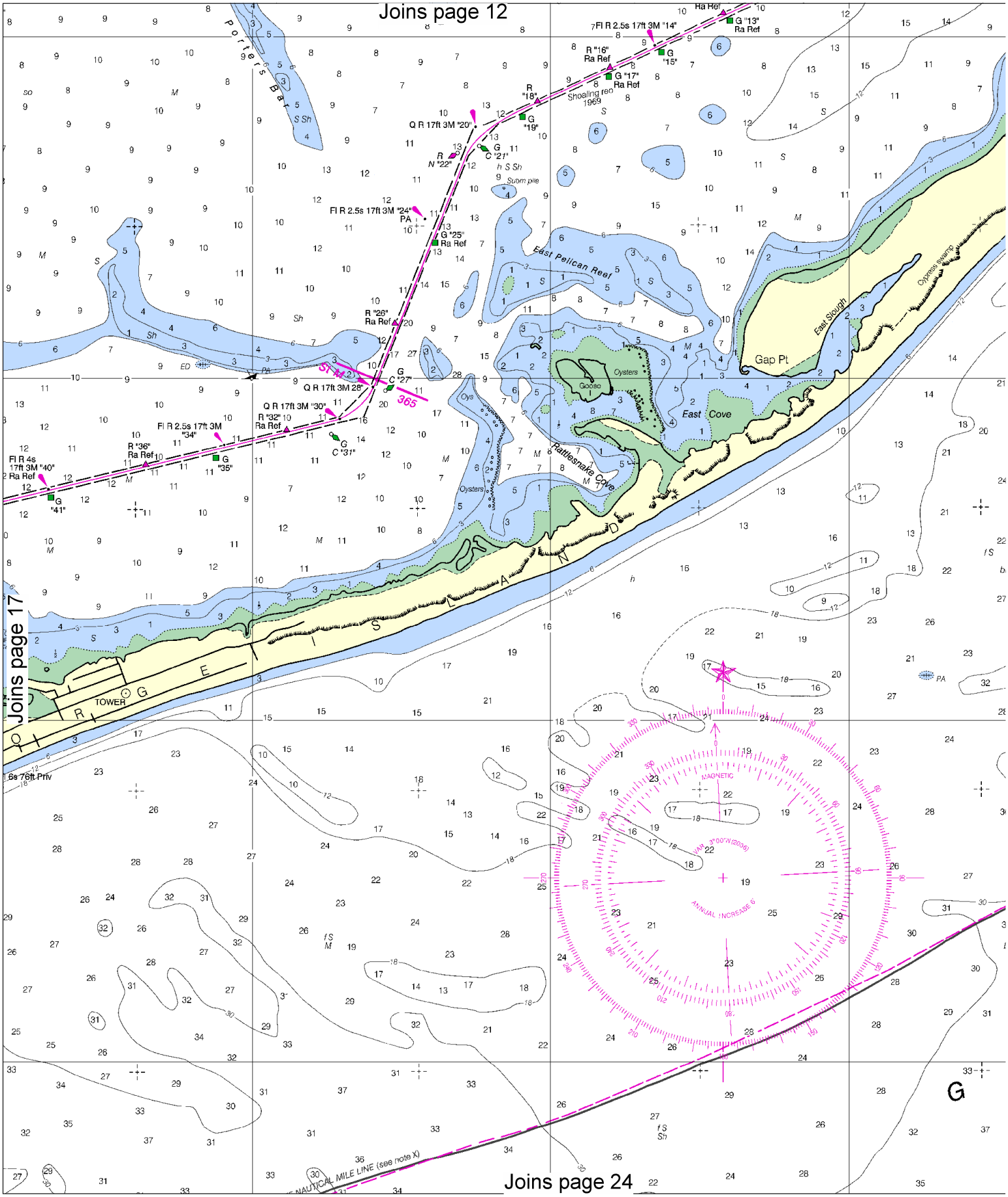
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
Joins page 18
Joins page 23
Fl R 2.5s 17ft 3M "2"
Fl R 2.5s 17ft 3M "14"
Q R 17ft 3M "20"
Fl R 2.5s 17ft 3M "24"
Q R 17ft 3M 28'
Q R 17ft 3M "30"
Fl R 2.5s 17ft 3M "34"
Fl R 4s 17ft 3M "40"
12 Ra Ref
R "36" Ra Ref
R "32" Ra Ref
G "41"
G "35"
G "31"
G "27"
G "25" Ra Ref
R "26" Ra Ref
R "16" Ra Ref
G "17" Ra Ref
G "15"
R "18"
G "19"
C "21"
R N "22"
C "45"
C "47"
R N "44"
4R N "46"
G "53" Ra Ref
M "52"
Fl 6s 76ft Priv
TOWER
Cat Pt
Porter's Bar
East Pelican Reef
Rattlesnake Cove
Bulkhead Channel
Cable Area
Spoil Area
Yacht Basin
Oysters
Goose I
Shoaling reported 1969
Subm pile
365
ST 44 27
MILE LINE (see note X)



18

North

Printed at reduced scale.

~~SCALE 1:40,000~~

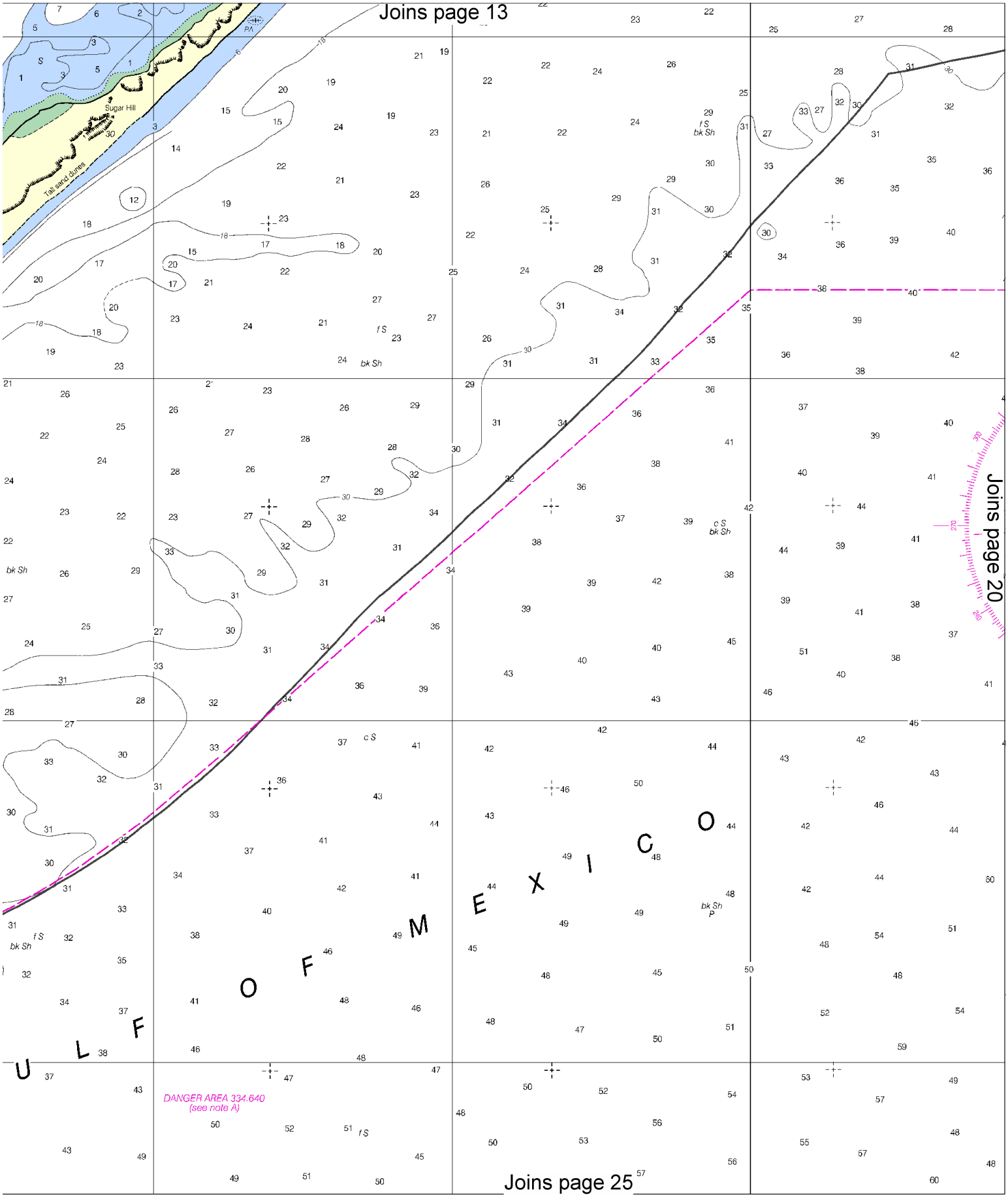
Nautical Miles

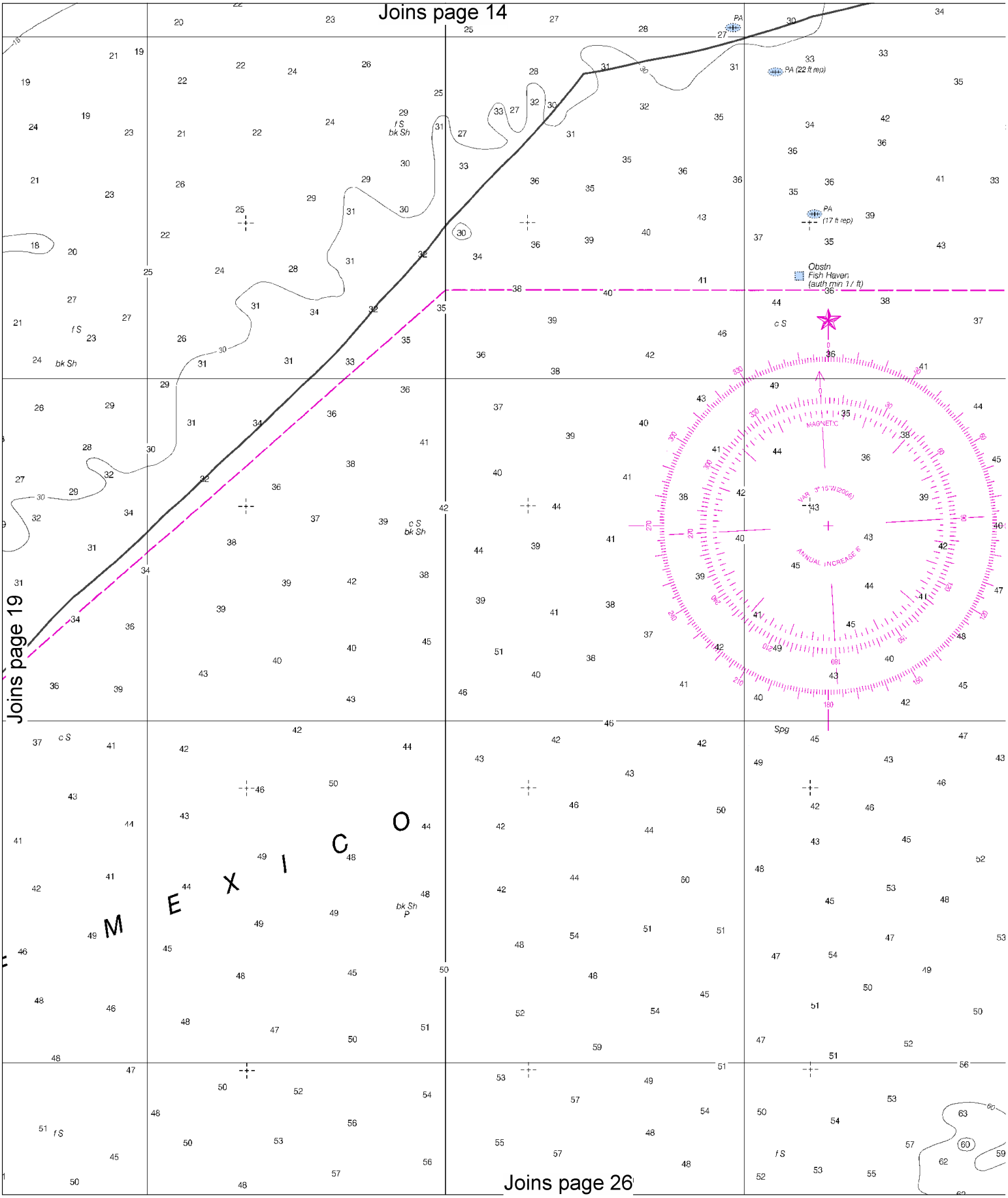
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 13
Sugar Hill
Tall sand dunes
Joins page 20
GULF OF MEXICO
DANGER AREA 334.640
(see note A)
Joins page 25



North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

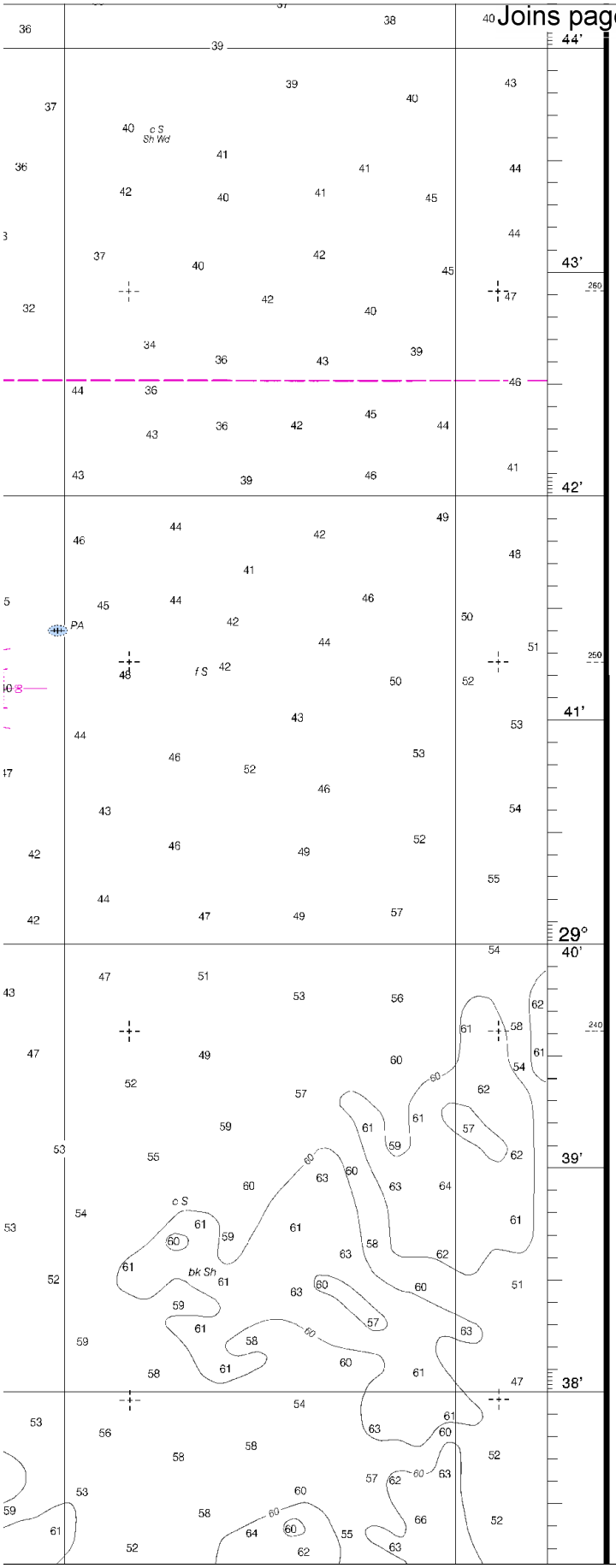
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Joins page 15



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Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

PLANE COORDINATE GRID
(based on NAD 1927)

Florida State Grid, north zone, is indicated by dashed ticks at 10,000 foot intervals, thus: -+-

The last three digits are omitted.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head, or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

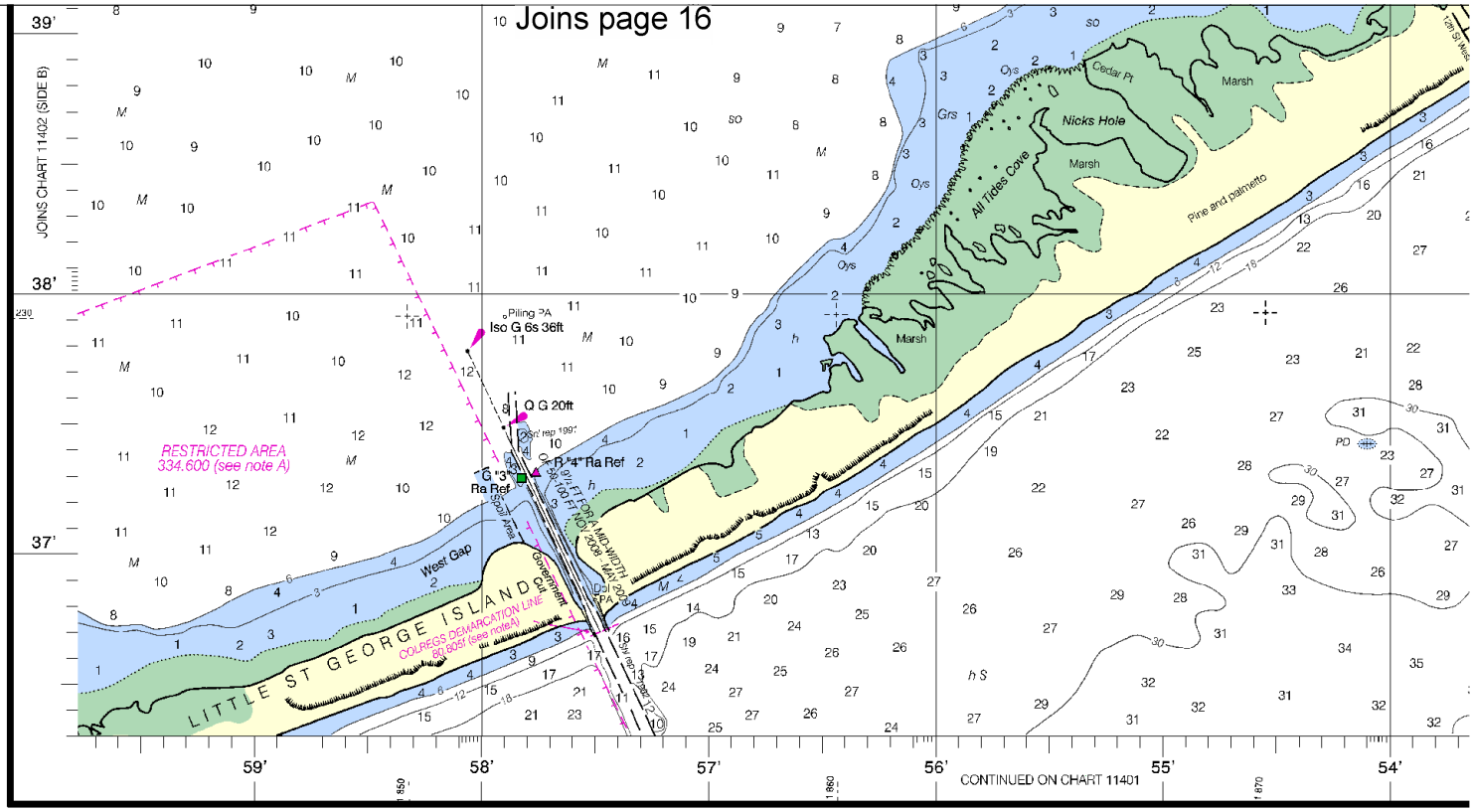
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RADAR REFLECTORS

Radar reflectors have been placed on many

Joins page 27

SIDE B



11404 23rd Ed., May /06; Corrected through NM May 06/06, LNM Apr. 25/06

MAY 2006											
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	1454 2340	2.8 -0.3	16 Tu	1436 2319	2.7 -0.4	1 Th	0007 1627				
2 Tu	1541	2.5	17 W	1531	2.7	2 F	0052 0938 1100 1732				
3 W	0043 1637	-0.2 2.3	18 Th	0018 1636	-0.4 2.5	3 Sa	0136 0949 1259 1845				
4 Th	0148 1749	0.0 2.1	19 F	0117 1753	-0.2 2.3	4 Su	0216 0907 1435 2010				
5 F	0248 1916	0.1 2.0	20 Sa	0212 0942 1345 1822	-0.1 1.6 1.3 2.1	5 M	0254 0926 1552 2146				
6 Sa	0339 1112 1508 2032	0.2 1.8 1.3 1.6	21 Su	0301 0959 1822 2100	0.1 1.8 1.5 1.9	6 Tu	0330 0948 1653 2320				
7 Su	0418 1114 1628 2220	0.3 1.6 1.0 1.7	22 M	0344 1050 1930 2238	0.4 2.0 0.9 1.7	7 W	0403 1010 1745				
8 M	0452 1121 1723 2331	0.5 1.6 0.7 1.7	23 Tu	0421 1043 1741	0.7 2.2 0.2	8 Th	0042 0431 1036 1831				
9 Tu	0521 1129 1808	0.7 1.5 0.4	24 W	0006 0452 1108 1835	1.6 1.3 2.4 -0.1	9 F	0155 0453 1104 1915				
10 W	0030 0546 1141 1849	1.8 0.9 2.1 0.1	25 Th	0124 0519 1134 1924	1.5 1.2 2.6 -0.4	10 Sa	1136 1959				
11 Th	0124 0607 1155 1927	1.6 1.1 2.2 -0.1	26 F	0240 0536 1204 2011	1.5 1.3 2.8 -0.5	11 Su	1213 2045				
12 F	0217 0625 1216 2006	1.5 1.2 2.4 -0.2	27 Sa	1236 2058	2.8 -0.5	12 M	1256 2132				
13 Sa	0314 0637 1241 2047	1.5 1.3 2.6 -0.4	28 Su	1312 2144	2.8 -0.4	13 Tu	1345 2221				
14 Su	0421 0646 1312 2135	1.4 1.3 2.7 -0.4	29 M	1352 2231	2.9 -0.3	14 W	1440 2308				
15 M	1350 2224	2.7 -0.4	30 Tu	1437 2319	2.7 -0.2	15 Th	1541 2354				
			31 W	1529	2.5						

North

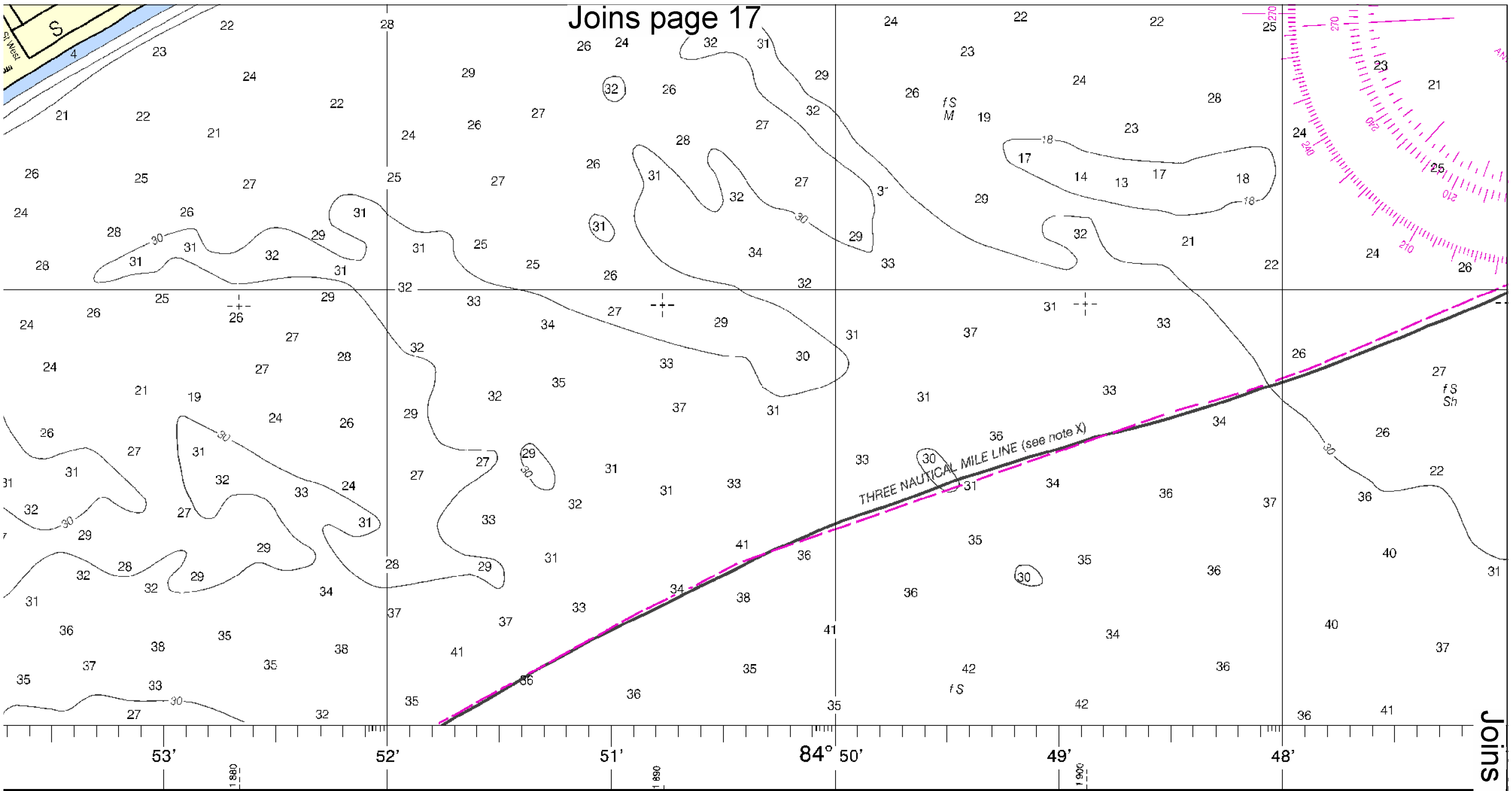
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 17



Joins page 24

ST. PETERSBURG, FLA.

Predicted times and heights of high and low water-Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

JUNE 2006

Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
07	-0.1	16	0720	1.6
27	2.4	F	1036	1.4
			1648	2.5
52	0.0	17	0038	0.0
38	1.4	Sa	0740	1.7
00	1.3		1215	1.2
32	2.2		1902	2.1
36	0.2	18	0119	0.3
49	1.5	Su	0805	1.9
59	1.3		1350	1.0
45	1.9		1927	1.8
16	0.4	19	0157	0.6
07	1.7	M	0833	2.1
35	1.1		1517	0.6
10	1.7		2110	1.5
54	0.6	20	0231	0.9
26	1.8	Tu	0905	2.3
52	0.8		1634	0.3
46	1.6		2312	1.4
30	0.9	21	0302	1.2
48	2.0	W	0941	2.5
53	0.5		1740	0.0
20	1.5			
03	1.1	22	0111	1.4
10	2.2	Th	0325	1.3
45	0.2		1010	2.7
			1836	-0.3
42	1.5	23	1059	2.8
31	1.3	F	1827	-0.4
36	2.3			
31	0.0			
55	1.5	24	1140	2.8
53	1.4	Sa	2013	-0.4
04	2.5			
15	-0.2			
36	2.8	25	1221	2.9
59	-0.3	Su	2055	-0.4
13	2.8	26	1303	2.8
45	-0.4	M	2135	-0.3
56	2.9	27	1347	2.8
32	-0.5	Tu	2212	-0.2
45	2.9	28	1433	2.7
21	-0.5	W	2248	-0.1
40	2.8	29	0615	1.4
09	-0.4	Th	0946	1.3
			1523	2.5
			2322	0.0
41	2.7	30	0624	1.5
54	-0.3	F	1000	1.3
			1616	2.3
			2354	0.2

JULY 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0638	1.6	16	0618	2.0
Sa	1114	1.2	Su	1215	0.8
	1713	2.1		1810	1.9
2	0026	0.4	17	0017	0.7
Su	0658	1.8	M	0645	2.2
	1232	1.1		1339	0.6
	1818	1.9		1939	1.6
3	0057	0.7	18	0040	1.0
M	0722	1.9	Tu	0720	2.4
	1351	0.9		1505	0.4
	1936	1.6		2154	1.3
4	0128	0.9	19	0047	1.2
Tu	0749	2.0	W	0802	2.5
	1507	0.7		1629	0.1
	2118	1.4			
5	0156	1.2	20	0852	2.6
W	0821	2.2	Th	1741	-0.1
	1618	0.4			
	2336	1.4			
6	0219	1.3	21	0949	2.7
Th	0858	2.3	F	1840	-0.2
	1721	0.2			
7	0941	2.5	22	1046	2.7
F	1816	0.0	Sa	1928	-0.2
8	1027	2.6	23	1139	2.8
Sa	1907	-0.2	Su	2009	-0.2
9	1116	2.8	24	1225	2.8
Su	1954	-0.4	M	2043	-0.2
10	1207	2.9	25	1309	2.8
M	2039	-0.5	Tu	2113	-0.1
11	1259	3.0	26	0425	1.5
Tu	2122	-0.5	W	0718	1.4
				1349	2.7
				2140	0.0
12	0511	1.5	27	0429	1.5
W	0711	1.4	Th	0812	1.2
	1353	3.0		1431	2.6
	2203	-0.4		2205	0.1
13	0519	1.5	28	0438	1.6
Th	0828	1.3	F	0905	1.1
	1450	2.8		1515	2.4
	2241	-0.2		2231	0.3
14	0533	1.6	29	0449	1.7
F	0941	1.2	Sa	0959	1.0
	1552	2.6		1605	2.3
	2316	0.1		2255	0.5
15	0552	1.8	30	0507	1.9
Sa	1056	1.0	Su	1055	0.9
	1657	2.3		1658	2.0
	2348	0.4		2320	0.7
			31	0530	2.0
			M	1155	0.8
				1759	1.6
				2341	1.0

AUGUST 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0555	2.2	16	0615	2.6
Tu	1303	0.7	W	1451	0.2
	1914	1.6			
	2357	1.2			
2	0626	2.3	17	0707	2.5
W	1421	0.6	Th	1622	0.1
	2111	1.4			
	2355	1.3			
3	0704	2.3	18	0817	2.6
Th	1543	0.4	F	1737	0.0
4	0756	2.4	19	0940	2.6
F	1659	0.2	Sa	1832	0.0
5	0902	2.5	20	1054	2.6
Sa	1803	0.0	Su	1915	0.0
6	1012	2.7	21	0254	1.5
Su	1855	-0.2	M	0505	1.5
				1150	2.7
				1947	0.0
7	1115	2.8	22	0252	1.6
M	1940	-0.3	Tu	0604	1.4
				1234	2.7
				2013	0.1
8	0324	1.6	23	0253	1.6
Tu	0537	1.5	W	0651	1.3
	1212	3.0		1312	2.6
	2019	-0.3		2035	0.2
9	0327	1.6	24	0255	1.7
W	0644	1.4	Th	0735	1.1
	1307	3.0		1349	2.5
	2055	-0.2		2055	0.4
10	0336	1.6	25	0300	1.8
Th	0745	1.2	F	0817	1.0
	1402	2.9		1420	2.4
	2129	0.0		2116	0.5
11	0350	1.7	26	0310	1.9
F	0846	0.9	Sa	0900	0.8
	1459	2.7		1510	2.3
	2159	0.3		2137	0.7
12	0408	1.9	27	0325	2.1
Sa	0948	0.7	Su	0943	0.7
	1600	2.4		1557	2.1
	2226	0.6		2157	0.9
13	0431	2.2	28	0347	2.2
Su	1052	0.5	M	1029	0.5
	1707	2.0		1649	1.9
	2249	0.9		2215	1.1
14	0500	2.4	29	0411	2.3
M	1202	0.4	Tu	1121	0.5
	1823	1.7		1750	1.6
	2304	1.2		2231	1.3
15	0534	2.5	30	0439	2.4
Tu	1321	0.3	W	1223	0.5
	2014	1.4		1911	1.6
	2254	1.3		2236	1.4
			31	0514	2.4
			Th	1343	0.5

SEPTEMBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0602	2.5	16	0758	2.5
F	1514	0.4	Sa	1714	0.2
2	0713	2.5	17	0943	2.4
Sa	1837	0.2	Su	1803	0.2
3	0844	2.6	18	0132	1.7
Su	1741	0.0	M	0426	1.6
				1100	2.5
				1839	0.2
4	1009	2.7	19	0129	1.7
M	1829	-0.1	Tu	0529	1.4
				1153	2.5
				1906	0.3
5	0152	1.7	20	0132	1.8
Tu	0501	1.6	W	0615	1.2
	1118	2.8		1235	2.5
	1909	-0.1		1927	0.5
6	0155	1.7	21	0134	1.9
W	0603	1.3	Th	0656	0.9
	1218	2.9		1312	2.4
	1944	0.1		1945	0.6
7	0203	1.6	22	0137	2.0
Th	0659	1.0	F	0733	0.7
	1314	2.8		1340	2.3
	2015	0.3		2004	0.8
8	0214	2.0	23	0145	2.1
F	0752	0.7	Sa	0810	0.6
	1410	2.6		1428	2.2
	2042	0.6		2022	1.0
9	0231	2.2	24	0158	2.3
Sa	0846	0.4	Su	0847	0.4
	1508	2.4		1510	2.1
	2107	0.9		2040	1.1
10	0253	2.4	25	0216	2.4
Su	0942	0.2	M	0925	0.3
	1612	2.1		1550	1.9
	2127	1.2		2037	1.3
11	0320	2.6	26	0239	2.5
M	1040	0.1	Tu	1007	0.3
	1724	1.8		1653	1.8
	2141	1.4		2113	1.4
12	0353	2.7	27	0306	2.6
Tu	1145	0.1	W	1057	0.3
	1858	1.6		1802	1.7
	2135	1.5		2125	1.5
13	0431	2.8	28	0340	2.6
W	1301	0.2	Th	1159	0.3
14	0518	2.7	29	0424	2.6
Th	1433	0.2	F	1320	0.3
15	0624	2.6	30	0524	2.5
F	1605	0.2	Sa	1448	0.3

OCTOBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0653	2.5	16	0013	1.7
Su	1604	0.2	M	0314	1.6
				0927	2.2
				1709	0.4
2	0838	2.5	17	0007	1.8
M	1702	0.1	Tu	0434	1.3
				1046	2.2
				1742	0.5
3	0026	1.8	18	0011	1.8
Tu	0408	1.5	W	0528	1.0
	1008	2.5		1144	2.2
	1749	0.2		1808	0.7
4	0029	1.9	19	0016	2.0
W	0514	1.2	Th	0611	0.8
	1121	2.6		1232	2.1
	1825	0.3		1930	0.8
5	0036	2.0	20	0021	2.1
Th	0609	0.8	F	0648	0.5
	1224	2.5		1315	2.1
	1856	0.6		1850	1.0
6	0050	2.2	21	0030	2.2
F	0701	0.4	Sa	0723	0.3
	1323	2.4		1356	2.0
	1923	0.8		1908	1.2
7	0107	2.4	22	0043	2.4
Sa	0751	0.1	Su	0758	0.1
	1422	2.2		1438	1.0
	1947	1.1		1925	1.3
8	0128	2.6	23	0100	2.5
Su	0841	-0.1	M	0934	0.0
	1525	2.0		1525	1.8
	2007	1.4		1941	1.4
9	0153	2.8	24	0122	2.6
M	0932	-0.2	Tu	0912	0.0
	1636	1.8		1618	1.7
	2020	1.5		1956	1.5
10	0224	2.9	25	0149	2.6
Tu	1028	-0.2	W	0956	-0.1
	1005	1.6		1725	1.6
	2016	1.5		2010	1.5
11	0300	2.9	26	0224	2.7
W	1129	-0.1	Th	1048	0.0
12	0343	2.8	27	0307	2.6
Th	1241	0.1	F	1151	0.0
13	0437	2.6	28	0401	2.6
F	1404	0.2	Sa	1302	0.1
14	0554	2.4	29	0513	2.4
Sa	1524	0.3	Su	1414	0.1
15	0740	2.2	30	0650	2.3
Su	1624	0.3	M	1517	0.2
				2247	1.7
			31	0254	1.4
			Tu	0933	2.2
				1609	0.3
				2258	1.8

NOVEMBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0413	1.	16	051	0.8
W	1008	2.	Th	1135	1.7
	1652	0.5		1657	0.9
	2312	2.0		2258	2.0
2	0515	0.6	17	0555	0.3
Th	1129	2.	F	1236	1.7
	1728	0.7		1725	1.1
	2329	2.2		2313	2.2
3	0609	0.2	18	0634	0.0
F	1239	2.0	Sa	1330	1.7
	1759	1.0		1749	1.2
	2349	2.5		233	2.3
4	0659	-0.2	19	071	-0.1
Sa	1344	1.9	Su	142	1.6
	1824	1.2		1809	1.4
				2352	2.4
5	0012	2.7	20	0748	-0.3
Su	0747	-0.4	M	1513	1.6
	1451	1.8		1824	1.4
	1844	1.4			
6	0040	2.8	21	0017	2.5
M	0835	-0.5	Tu	0827	-0.4
	1604	1.6		161	1.5
	1857	1.5		1837	1.4
7	0111	2.9	22	0047	2.6
Tu	0925	-0.5	W	0909	-0.4
8	0147	2.9	23	0124	2.6
W	1018	-0.4	Th	0955	-0.4
9	0228	2.8	24	0208	2.6
Th	1114	-0.3	F	1046	-0.4
10	0317	2.6	25	030	2.5
F	1215	-0.	Sa	1140	-0.3
11	0417	2.4	26	0404	2.4
Sa	1318	0.	Su	1234	-0.2
				2022	1.5
				2320	1.4
12	0534	2.2	27	052	2.2
Su	1417	0.2	M	1328	0.0
	2223	1.5		2044	1.6
13	0111	1.4	28	0119	1.2
M	0707	1.9	Tu	065	1.9
	1508	0.4		1418	0.2
	2222	1.6		2108	1.7
14	0302	1.2	29	0253	0.9
Tu	0848	1.9	W	083	1.7
	1550	0.5		1504	0.5
	2233	1.7		2133	1.9
15	0417	0.9	30	0409	0.4
W	1021	1.7	Th	1018	1.5
	1628	0.7		1544	0.8
	2245	1.9		2159	2.1

DECEMBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0512	0.0	16	0534	-0.1
F	1155	1.5	Sa	1306	1.3
	1620	1.0		1606	1.2
	2228	2.4		2209	2.1
2	0508	-0.4	17	0619	-0.3
Sa	1919	1.5	Su	1418	1.3
	1850	1.2		1634	1.2
	2300	2.6		2241	2.2
3	0659	-0.7	18	0702	-0.5
Su	1438	1.5	M	2315	2.3
	1713	1.4			
	2333	2.7			
4	0747	-0.8	19	0743	-0.6
M			Tu	2353	2.4
5	0009	2.8	20	0825	-0.7
Tu	0834	-0.8	W		
6	0048	2.8	21	0035	2.5
W	0921	-0.7	Th	0908	-0.7
7	0131	2.7	22	0122	2.5
Th	1008	-0.6	F	0951	-0.7
8	0218	2.5	23	0214	2.4
F	1053	-0.5	Sa	1033	-0.6
				1810	1.3
				2103	1.2
9	0310	2.4	24	0312	2.3
Sa	1138	-0.3	Su	1115	-0.5
	1834	1.3		1828	1.3
	2134	1.2		2223	1.0
10	0408	2.1	25	0417	2.1
Su	1221	-0.1	M	1155	-0.3
	1946	1.3		1049	1.5
	2315	1.2		2346	0.8
11	0514	1.9	26	0530	1.8
M	1302	0.1	Tu	1233	0.0
	2003	1.4		1914	1.6
12	0054	1.0	27	0115	0.6
Tu	0630	1.6	W	0654	1.4
	1341	0.3		1309	0.3
	2024	1.6		1942	1.8
13	0224	0.8	28	0242	0.2
W	0801	1.4	Th	0841	1.1
	1419	0.6		1341	0.7
	2047	1.7		2016	2.0
14	0341	0.5	29	0401	-0.1
Th	0951	1.2	F	1107	1.0
	1457	0.8		1407	0.9
	2112	1.8		2055	2.2
15	0443	0.2	30	0510	-0.5
F	1139	1.2	Sa	2138	2.3
	1533	1.0			
	2139	2.0			
			31	0610	-0.7
			Su	2225	2.4

JANUARY 2007

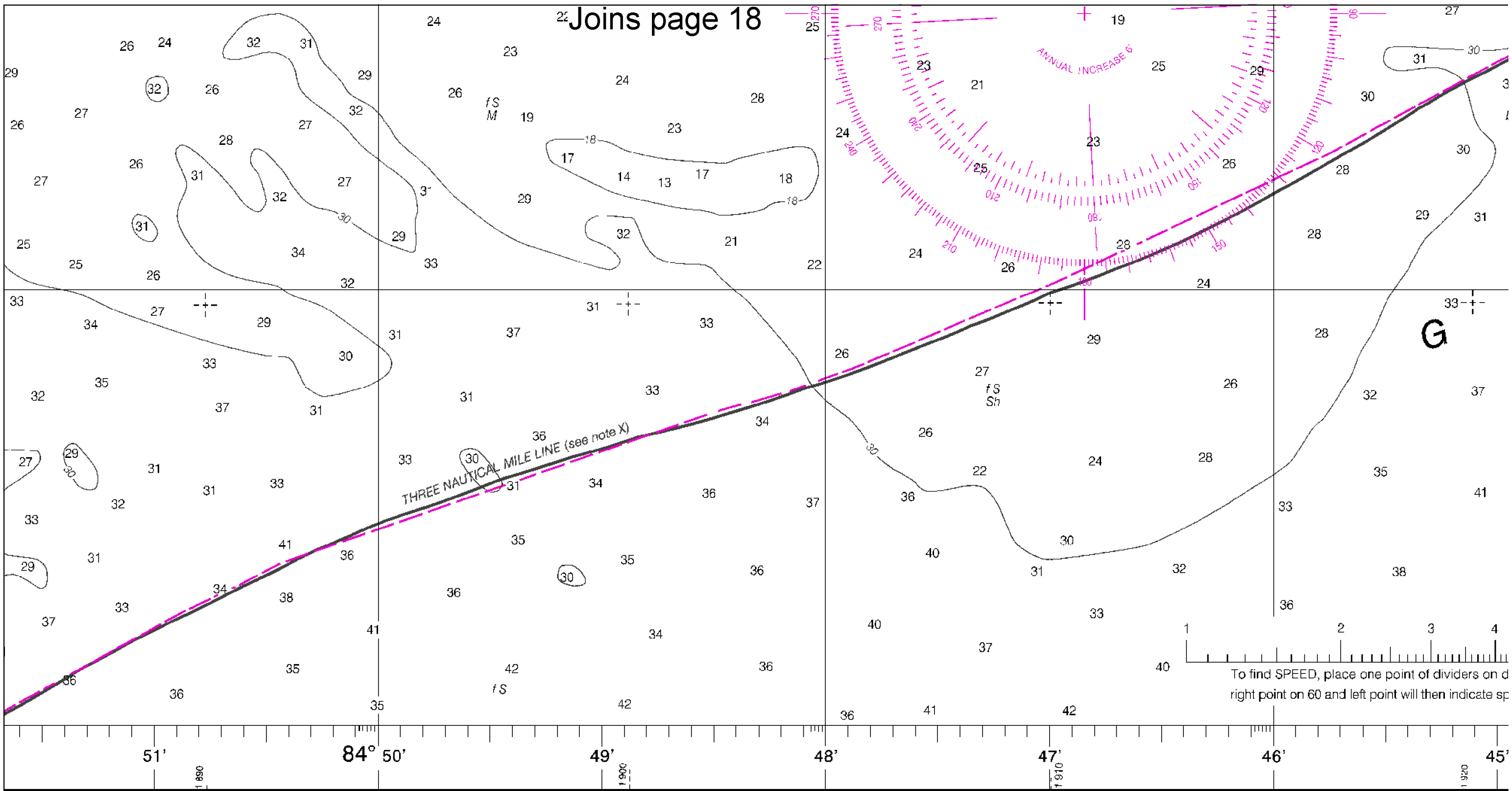
Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0700	-0.9	16	0651	-0.8
M	2313	2.4	Tu	2303	2.2
2	0748	-0.9	17	0735	-0.9
Tu			W	2355	2.3
3	0002	2.4	18	0815	-1.0
W	0830	-0.9	Th		
4	0050	2.4	19	0045	2.4
Th	0909	-0.8	F	0852	-1.0
				1609	1.1
				1902	0.9
5	0136	2.3	20	0135	2.4
F	0943	-0.7	Sa	0928	-0.9
	1705	1.1		1619	1.1
	1954	1.0		2004	0.8
6	0221	2.1	21	0226	2.3
Sa	1014	-0.5	Su	1002	-0.7
	1715	1.1		1633	1.2
	2059	0.9		2108	0.8
7	0306	1.9	22	0321	2.1
Su	1043	-0.4	M	1034	-0.4
	1720	1.2		1652	1.3
	2207	0.8		2216	0.4
8	0356	1.7	23	0421	1.7
M	1112	-0.1	Tu	1104	-0.1
	1748	1.4		1716	1.5
	2317	0.6		2330	0.2
9	0453	1.4	24	0532	1.4
Tu	1140	0.1	W	1131	0.3
	1811	1.5		1744	1.7
10	0032	0.5	25	0052	0.0
W	0604	1.2	Th	0707	1.0
	1207	0.3		1151	0.6
	1838	1.6		1820	1.9
11	0149	0.3	26	0221	-0.2
Th	0743	0.9	F	1903	2.0
	1233	0.6			
	1909	1.7			
12	0303	0.0	27	0350	-0.5
F	1002	0.9	Sa	1958	2.1
	1252	0.8			
	1945	1.8			
13	0412	-0.2	28	0507	-0.7
Sa	2028	1.9	Su	2106	2.1
14	0511	-0.4	29	0610	-0.8
Su	2117	2.0	M	2218	2.2
15	0604	-0.6	30	0700	-0.8
M	2210	2.1	Tu	2323	2.2
			31	0742	-0.8
			W	1536	1.1
				1739	1.0

FEBRUARY 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.
1	0017	2.2	16	0750
Th	0816	-0.8	F	1449
	1537	1.1		1832
	1842	0.9		
2	0104	2.1	17	0052
F	0845	-0.8	Sa	0823
	1540	1.1		1456
	1934	0.8		1927
3	0146	2.0	18	0144
Sa	0909	-0.5	Su	0654
	1545	1.2		1507
	2022	0.6		2021
4	0228	1.9	19	0237
Su	093	-0.3	M	0921
	1553	1.3		1522
	2109	0.5		2117
5	0307	1.7	20	0332
M	095	-0.1	Tu	0946
	1605	1.5		1542
	2157	0.3		2216
6	035	1.5	21	0434
Tu	101	0.1	W	1007
	1622	1.6		1608
	2246	0.2		2321
7	044	1.3	22	0550
W	103	0.3	Th	1019
	1644	1.7		1630
	2344	0.1		
8	0542	1.0	23	0036
Th	1047	0.5	F	1717
	171	1.8		
9	0049	0.0	24	0205
F	071	0.9	Sa	1807
	1054	0.7		
	1745	1.9		
10	0205	-0.1	25	0341
Sa	1826	1.9	Su	1919
11	0328	-0.2	26	0500
Su	1922	1.9	M	2100
12	0443	-0.4	27	0559
M	2034	2.0	Tu	2233
13	0543	-0.6	28	0643
Tu	215	2.1	W	1421
				1725
				2339
14	0632	-0.7		
W	2259	2.2		
15	0713	-0.8		
Th	1447	1.2		
	1732	1.0		
	2358	2.3		

Time meridian 75 W. 0000 is midnight. 200 is noon.
Heights are referred to mean lower low water which is the chart datum of soundings.

Joins page 18



Joins page 23

ST. PETERSBURG, FLA.

Predicted times and heights of high and low water–Eastern Standard Time. For Daylight Saving time, add 1 hour.
To predict local tide, apply the time difference listed in the facility tabulations to these tide predictions.

SEPTEMBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0602 1514	2.5 0.4	16 Sa	0758 1714	2.5 0.2
2 Sa	0713 1837	2.5 0.2	17 Su	0943 1803	2.4 0.2
3 Su	0844 1741	2.6 0.0	18 M	0132 0426 1100 1839	1.7 1.6 2.5 0.2
4 M	1009 1829	2.7 -0.1	19 Tu	0129 0529 1153 1906	1.7 1.4 2.5 0.3
5 Tu	0152 0501 1118 1909	1.7 1.6 2.8 -0.1	20 W	0132 0615 1235 1927	1.8 1.2 2.5 0.5
6 W	0155 0603 1218 1944	1.7 1.3 2.9 0.1	21 Th	0134 0656 1312 1945	1.9 0.9 2.4 0.6
7 Th	0203 0659 1314 2015	1.6 1.0 2.8 0.3	22 F	0137 0733 1340 2004	2.0 0.7 2.3 0.8
8 F	0214 0752 1410 2042	2.0 0.7 2.6 0.6	23 Sa	0145 0810 1428 2022	2.1 0.6 2.2 1.0
9 Sa	0231 0846 1508 2107	2.2 0.4 2.4 0.9	24 Su	0158 0847 1510 2040	2.3 0.4 2.1 1.1
10 Su	0253 0942 1612 2127	2.4 0.2 2.1 1.2	25 M	0216 0925 1550 2037	2.4 0.3 1.9 1.3
11 M	0320 1040 1724 2141	2.6 0.1 1.8 1.4	26 Tu	0239 1007 1653 2113	2.5 0.3 1.8 1.4
12 Tu	0353 1145 1858 2135	2.7 0.1 1.6 1.5	27 W	0306 1057 1802 2125	2.6 0.3 1.7 1.5
13 W	0431 1301	2.8 0.2	28 Th	0340 1159	2.6 0.3
14 Th	0518 1433	2.7 0.2	29 F	0424 1320	2.6 0.3
15 F	0624 1605	2.6 0.2	30 Sa	0524 1448	2.5 0.3

OCTOBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0653 1604	2.5 0.2	16 M	0013 0314 0927 1709	1.7 1.6 2.2 0.4
2 M	0838 1702	2.5 0.1	17 Tu	0007 0434 1046 1742	1.8 1.3 2.2 0.5
3 Tu	0026 0408 1008 1749	1.8 1.5 2.5 0.2	18 W	0011 0528 1144 1808	1.8 1.0 2.2 0.7
4 W	0029 0514 1121 1825	1.9 1.2 2.6 0.3	19 Th	0016 0611 1232 1930	2.0 0.8 2.1 0.8
5 Th	0036 0609 1224 1856	2.0 0.8 2.5 0.6	20 F	0021 0648 1315 1850	2.1 0.5 2.1 1.0
6 F	0050 0701 1323 1923	2.2 0.4 2.4 0.8	21 Sa	0030 0723 1356 1906	2.2 0.3 2.0 1.2
7 Sa	0107 0751 1422 1947	2.4 0.1 2.2 1.1	22 Su	0043 0758 1438 1925	2.4 0.1 1.0 1.3
8 Su	0128 0841 1525 2007	2.6 -0.1 2.0 1.4	23 M	0100 0934 1525 1941	2.5 0.0 1.8 1.4
9 M	0153 0932 1636 2020	2.8 -0.2 1.8 1.5	24 Tu	0122 0912 1618 1956	2.6 0.0 1.7 1.5
10 Tu	0224 1028 1005 2016	2.9 -0.2 1.6 1.5	25 W	0149 0956 1725 2010	2.6 -0.1 1.6 1.5
11 W	0300 1129	2.9 -0.1	26 Th	0224 1048	2.7 0.0
12 Th	0343 1241	2.8 0.1	27 F	0307 1151	2.6 0.0
13 F	0437 1404	2.6 0.2	28 Sa	0401 1302	2.6 0.1
14 Sa	0554 1524	2.4 0.3	29 Su	0513 1414	2.4 0.1
15 Su	0740 1624	2.2 0.3	30 M	0650 1517 2247	2.3 0.2 1.7
			31 Tu	0254 0933 1609 2258	1.4 2.2 0.3 1.8

NOVEMBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 W	0413 1008 1652 2312	1. 2. 0.5 2.0	16 Th	051 1135 1657 2258	0.8 1.7 0.9 2.0
2 Th	0515 1129 1728 2329	0.6 2. 0.7 2.2	17 F	0555 1236 1725 2313	0.3 1.7 1.1 2.2
3 F	0609 1239 1759 2349	0.2 2.0 1.0 2.5	18 Sa	0634 1330 1749 233	0.0 1.7 1.2 2.3
4 Sa	0659 1344 1824	-0.2 1.9 1.2	19 Su	071 142 1809 2352	-0.1 1.6 1.4 2.4
5 Su	0012 0747 1451 1844	2.7 -0.4 1.8 1.4	20 M	0748 1513 1824	-0.3 1.6 1.4
6 M	0040 0835 1604 1857	2.8 -0.5 1.6 1.5	21 Tu	0017 0827 161 1837	2.5 -0.4 1.5 1.4
7 Tu	0111 0925	2.9 -0.5	22 W	0047 0909	2.6 -0.4
8 W	0147 1018	2.9 -0.4	23 Th	0124 0955	2.6 -0.4
9 Th	0228 1114	2.8 -0.3	24 F	0208 1046	2.6 -0.4
10 F	0317 1215	2.6 -0.	25 Sa	030 1140	2.5 -0.3
11 Sa	0417 1318	2.4 0.	26 Su	0404 1234 2022 2320	2.4 -0.2 1.5 1.4
12 Su	0534 1417 2223	2.2 0.2 1.5	27 M	052 1328 2044	2.2 0.0 1.6
13 M	0111 0707 1508 2222	1.4 1.9 0.4 1.6	28 Tu	0119 065 1418 2108	1.2 1.9 0.2 1.7
14 Tu	0302 0848 1550 2233	1.2 1.9 0.5 1.7	29 W	0253 083 1504 2133	0.9 1.7 0.5 1.9
15 W	0417 1021 1628 2245	0.9 1.7 0.7 1.9	30 Th	0409 1018 1544 2159	0.4 1.5 0.8 2.1

DECEMBER 2006

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 F	0512 1155 1620 2228	0.0 1.5 1.0 2.4	16 Sa	0534 1306 1606 2209	-0.1 1.3 1.2 2.1
2 Sa	0508 1319 1650 2300	-0.4 1.5 1.2 2.6	17 Su	0619 1416 1634 2241	-0.3 1.3 1.2 2.2
3 Su	0659 1438 1713 2333	-0.7 1.5 1.4 2.7	18 M	0702 2315	-0.5 2.3
4 M	0747	-0.8	19 Tu	0743 2353	-0.6 2.4
5 Tu	0009 0834	2.8 -0.8	20 W	0825	-0.7
6 W	0048 0821	2.8 -0.7	21 Th	0035 0908	2.5 -0.7
7 Th	0131 1008	2.7 -0.6	22 F	0122 0951	2.5 -0.7
8 F	0218 1053	2.5 -0.5	23 Sa	0214 1033 1810 2103	2.4 -0.6 1.3 1.2
9 Sa	0310 1138 1834 2134	2.4 -0.3 1.3 1.2	24 Su	0312 1115 1828 2223	2.3 -0.5 1.3 1.0
10 Su	0408 1221 1946 2315	2.1 -0.1 1.3 1.2	25 M	0417 1155 1049 2346	2.1 -0.3 1.5 0.8
11 M	0514 1302 2003	1.9 0.1 1.4	26 Tu	0530 1233 1914	1.8 0.0 1.6
12 Tu	0054 0830 1341 2024	1.0 1.6 0.3 1.6	27 W	0116 0654 1309 1942	0.6 1.4 0.3 1.8
13 W	0224 0801 1419 2047	0.8 1.4 0.6 1.7	28 Th	0242 0841 1341 2016	0.2 1.1 0.7 2.0
14 Th	0341 0951 1457 2112	0.5 1.2 0.8 1.8	29 F	0401 1107 1407 2055	-0.1 1.0 0.9 2.2
15 F	0443 1139 1533 2139	0.2 1.2 1.0 2.0	30 Sa	0510 2138	-0.5 2.3
			31 Su	0610 2225	-0.7 2.4

JANUARY 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 M	0700 2313	-0.9 2.4	16 Tu	0651 2303	-0.8 2.2
2 Tu	0748	-0.9	17 W	0735 2355	-0.9 2.3
3 W	0002 0830	2.4 -0.9	18 Th	0815	-1.0
4 Th	0050 0909	2.4 -0.8	19 F	0045 0852 1609 1902	2.4 -1.0 1.1 0.9
5 F	0136 0943 1705 1954	2.3 -0.7 1.1 1.0	20 Sa	0135 0928 1619 2004	2.4 -0.9 1.1 0.8
6 Sa	0221 1014 1715 2059	2.1 -0.5 1.1 0.9	21 Su	0226 1002 1633 2108	2.3 -0.7 1.2 0.6
7 Su	0306 1043 1720 2207	1.9 -0.4 1.2 0.8	22 M	0321 1034 1652 2216	2.1 -0.4 1.3 0.4
8 M	0356 1112 1748 2317	1.7 -0.1 1.4 0.6	23 Tu	0421 1104 1716 2330	1.7 -0.1 1.5 0.2
9 Tu	0453 1140 1811	1.4 0.1 1.5	24 W	0532 1131 1744	1.4 0.3 1.7
10 W	0032 0604 1207 1838	0.5 1.2 0.3 1.6	25 Th	0052 0707 1151 1820	0.0 1.0 0.6 1.9
11 Th	0149 0743 1233 1909	0.3 0.9 0.6 1.7	26 F	0221 1903	-0.2 2.0
12 F	0303 1002 1252 1945	0.0 0.9 0.8 1.8	27 Sa	0350 1958	-0.5 2.1
13 Sa	0412 2028	-0.2 1.9	28 Su	0507 2106	-0.7 2.1
14 Su	0511 2117	-0.4 2.0	29 M	0610 2218	-0.8 2.2
15 M	0604 2210	-0.6 2.1	30 Tu	0700 2323	-0.8 2.2
			31 W	0742 1538 1739	-0.8 1.1 1.0

FEBRUARY 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Th	0017 0816 1537 1842	2.2 -0.8 1.1 0.9	16 F	0750 1449 1832	-0.8 1.2 0.6
2 F	0104 0845 1540 1934	2.1 -0.8 1.1 0.8	17 Sa	0052 0823 1456 1927	2.3 -0.7 1.2 0.6
3 Sa	0146 0909 1545 2022	2.0 -0.5 1.2 0.6	18 Su	0144 0854 1507 2021	2.3 -0.5 1.3 0.3
4 Su	0228 093 1553 2109	1.9 -0.3 1.3 0.5	19 M	0237 0921 1522 2117	2.1 -0.2 1.5 0.1
5 M	0307 095 1605 2157	1.7 -0.1 1.5 0.3	20 Tu	0332 0946 1542 2216	1.6 0.1 1.8 -0.1
6 Tu	035 101 1622 2248	1.5 0.1 1.6 0.2	21 W	0434 1007 1608 2321	1.5 0.4 2.0 -0.3
7 W	044 103 1644 2344	1.3 0.3 1.7 0.1	22 Th	0550 1019 1630	1.1 0.7 2.1
8 Th	0542 1047 171	1.0 0.5 1.8	23 F	0036 1717	-0.3 2.2
9 F	0049 071 1054 1745	0.0 0.9 0.7 1.9	24 Sa	0205 1807	-0.4 2.2
10 Sa	0205 1826	-0.1 1.9	25 Su	0341 1919	-0.5 2.1
11 Su	0328 1922	-0.2 1.9	26 M	0500 2100	-0.5 2.0
12 M	0443 2034	-0.4 2.0	27 Tu	0559 2233	-0.6 2.0
13 Tu	0543 215	-0.6 2.1	28 W	0643 1421 1725 2339	-0.6 1.3 1.1 2.0
14 W	0632 2259	-0.7 2.2			
15 Th	0713 1447 1732 2358	-0.8 1.2 1.0 2.3			

MARCH 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Th	0717 1422 1624	-0.5 1.3 0.9	16 F	0636 1329 1749 2359	-0.5 1.4 0.8 2.2
2 F	0031 0744 1426 1908	2.0 -0.4 1.3 0.7	17 Sa	0711 1335 1842	-0.4 1.5 0.5
3 Sa	0113 0806 1430 1947	1.9 -0.2 1.4 0.5	18 Su	0056 0741 1346 1933	2.2 -0.2 1.6 0.2
4 Su	0152 0824 1435 2024	1.8 -0.1 1.6 0.3	19 M	0152 0808 1400 2023	2. 0. 1.8 -0.
5 M	0229 0841 1443 2101	1.7 0.1 1.7 0.1	20 Tu	0248 0831 1420 2115	1.9 0.4 2. -0.4
6 Tu	0307 0857 1456 2139	1.6 0.3 1.9 0.0	21 W	0348 0849 1444 2210	1.8 0.7 2.3 -0.5
7 W	0349 0912 1515 2221	1.4 0.5 2.0 -0.1	22 Th	0456 0900 1514 2311	1.3 0.9 2.5 -0.5
8 Th	0436 0926 1538 2308	1.2 0.6 2.1 -0.2	23 F	0635 0849 1550	1. 1.0 2.5
9 F	0534 0935 1608	1.1 0.8 2.1	24 Sa	0024 1633	-0.4 2.4
10 Sa	0006 0708 0923 1644	-0.2 0.9 0.8 2.1	25 Su	0151 1729	-0.3 2.2
11 Su	0120 1730	-0.1 2.1	26 M	0320 1900	-0.3 2.0
12 M	0247 1835	-0.2 2.1	27 Tu	0432 2106	-0.3 1.9
13 Tu	0407 2005	-0.3 2.0	28 W	0523 1304 1645 2238	-0.3 1.5 1.2 1.9
14 W	0509 2139	-0.4 2.1	29 Th	0602 1304	-0.2 1.5
15 Th	0557 1329 1645 2256	-0.5 1.3 1.1 2.2	30 F	0632 1310 1832	0.0 1.6 0.7
			31 Sa	0032 0656 1316	1.9 0. 1.7

APRIL 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1 Su	0116 0715 1322 1943	1.8 0.3 1.8 0.2	16 M	0103 0648 1241 1931	2.0 0.5 2.2 -0.2
2 M	0156 0732 1329 2015	1.7 0.5 2.0 0.0	17 Tu	0205 0712 1303 2020	1.8 0.8 2.4 -0.5
3 Tu	0235 0746 1341 2047	1.6 0.7 2.1 -0.1	18 W	0308 0730 1329 2111	1.6 1.0 2.6 -0.6
4 W	0314 0759 1358 2122	1.5 0.9 2.3 -0.2	19 Th	0416 0742 1401 2206	1.4 1.2 2.8 -0.6
5 Th	0356 0811 1421 2201	1.4 0.9 2.4 -0.3	20 F	1437 2306	2.8 -0.5
6 F	0444 0822 1449 2247	1.3 1.0 2.4 -0.3	21 Sa	1519	2.7
7 Sa	0550 0824 1523 2344	1.1 1.0 2.4 -0.2	22 Su	0014 1608	-0.4 2.5
8 Su	1605	2.4	23 M	0128 1712	-0.3 2.2
9 M	0054 1857	-0.2 2.3	24 Tu	0239 1851	-0.1 2.0
10 Tu	0212 1809	-0.2 2.2	25 W	0338 1140 1519 2052	0.0 1.6 1.4 1.8
11 W	0323 1948	-0.2 2.1	26 Th	0424 1138 1645 2223	0.1 1.7 1.1 1.7
12 Th	0420 1203 1532 2127	-0.2 1.5 1.3 2.1	27 F	0501 1147 1738 2331	0.3 1.8 0.8 1.7
13 F	0507 1202 1651 2250	-0.2 1.6 1.0 2.1	28 Sa	0531 1157 1820	0.5 1.9 0.5
14 Sa	0546 1211 1750 2359	0.0 1.7 0.6 2.0	29 Su	0029 0555 1207 1856	1.7 0.7 2.0 0.2
15 Su	0620 1224 1841	0.2 1.9 0.1	30 M	0120 0615 1217 1930	1.6 0.9 2.2 0.0

Day	Tim h.m
1 Tu	0208 0631 1231 2002
2 W	0252 0644 1249 2035
3 Th	0336 0655 1313 2111
4 F	0424 0704 1342 2152
5 Sa	1418 2239
6 Su	1458 2334
7 M	1546
8 Tu	0034 1645
9 W	0135 1801
10 Th	0232 1015 1351 1937
11 F	0323 1023 1534 2118
12 Sa	0407 1038 1645 2248
13 Su	0445 1058 1744
14 M	0008 0517 1120 1837
15 Tu	0122 0544 1147 1929

Printed at reduced scale.

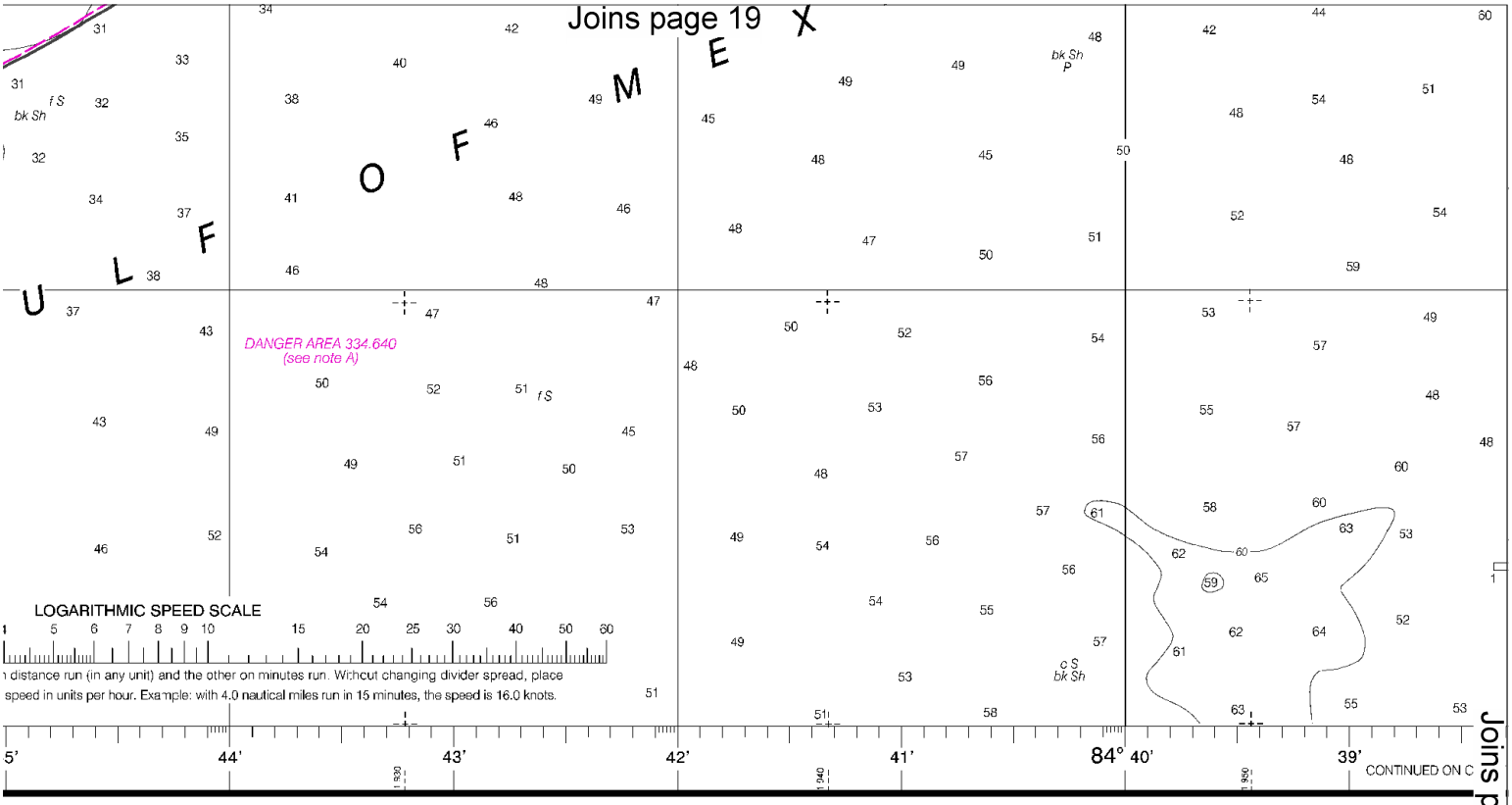
~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

North



MAY 2007

Time	Ht.	Day	Time	Ht.
h.m.	ft.		h.m.	ft.
208	1.5	16	0234	1.3
631	1.0	W	0604	1.3
231	2.3		1219	2.8
002	-0.2		2050	-0.7
252	1.5	17	0350	1.4
644	1.1	Th	0616	1.3
249	2.5		1254	2.8
035	-0.3		2111	-0.7
335	1.4	18	1334	2.9
665	1.2	F	2205	-0.6
313	2.6			
111	-0.3			
424	1.3	19	1418	2.9
704	1.2	Sa	2300	-0.5
342	2.5			
152	-0.2			
418	2.7	20	1506	2.7
239	-0.3	Su	2355	-0.3
456	2.6	21	1600	2.5
334	-0.3	M		
546	2.5	22	0050	-0.2
		Tu	1708	2.2
034	-0.2	23	0141	0.0
645	2.4	W	0946	1.5
			1256	1.4
			1833	1.9
135	-0.2	24	0227	0.2
601	2.2	Th	0952	1.7
			1456	1.2
			2016	1.7
232	-0.1	25	0307	0.4
015	1.5	F	1026	1.6
351	1.4		1615	0.9
937	2.0		2156	1.5
323	0.0	26	0344	0.6
053	1.7	Sa	1023	2.0
534	1.0		1712	0.6
116	1.9		2319	1.5
407	0.3	27	0418	0.9
038	1.9	Su	1041	2.1
645	0.6		1757	0.3
248	1.8			
445	0.5	28	0031	1.5
056	2.1	M	0443	1.1
744	0.2		1059	2.3
			1637	0.0
006	1.7	29	0135	1.3
517	0.8	Tu	0605	1.2
120	2.3		1118	2.4
637	-0.2		1915	-0.2
122	1.6	30	0238	1.4
544	1.1	W	0521	1.3
147	2.6		1143	2.3
929	-0.5		1952	-0.3
		31	1212	2.6
		Th	2029	-0.3

JUNE 2007

Time	Ht.	Day	Time	Ht.
h.m.	ft.		h.m.	ft.
		1	1245	2.7
		F	2109	-0.4
		2	1323	2.8
		Sa	2150	-0.4
		3	1405	2.8
		Su	2236	-0.4
		4	1452	2.7
		M	2320	-0.3
		5	1545	2.6
		Tu		
		6	0007	-0.1
		W	1747	1.4
			1012	1.3
			1646	2.4
		7	0053	-0.1
		Th	1806	1.6
			1200	1.3
			1901	2.1
		8	0138	0.1
		F	0829	1.7
			1354	1.1
			1933	1.9
		9	0220	0.4
		Sa	0954	1.9
			1523	0.7
			2117	1.6
		10	0259	0.7
		Su	1023	2.2
			1636	0.3
			2302	1.5
		11	0333	1.0
		M	0955	2.4
			1739	-0.1
		12	0041	1.4
		Tu	0401	1.2
			1030	2.7
			1837	-0.4
		13	0213	1.4
		W	0451	1.3
			1110	2.9
			1931	-0.5
		14	1154	2.9
		Th	2023	-0.5
		15	1240	3.0
		F	2112	-0.5

Time	Ht.	Day	Time	Ht.
h.m.	ft.		h.m.	ft.
16	1327	2.9		
Sa	2150	-0.5		
17	1416	2.8		
Su	2242	-0.4		
18	1505	2.6		
M	2332	-0.2		
19	0703	1.4		
Tu	0919	1.3		
	1558	2.4		
20	0000	0.0		
W	0716	1.5		
	1100	1.3		
	1657	2.1		
21	0036	0.2		
Th	0736	1.7		
	1238	1.2		
	1809	1.8		
22	0110	0.5		
F	0800	1.8		
	1410	1.0		
	1940	1.5		
23	0144	0.7		
Sa	0826	2.0		
	1528	0.7		
	2127	1.4		
24	0217	0.9		
Su	0854	2.1		
	1632	0.4		
	2314	1.3		
25	0246	1.2		
M	0924	2.3		
	1727	0.2		
26	0053	1.4		
Tu	0314	1.3		
	0957	2.4		
	1816	0.0		
27	1033	2.5		
W	1901	-0.2		
28	1112	2.6		
Th	1944	-0.3		
29	1154	2.7		
F	2024	-0.3		
30	1237	2.8		
Sa	2103	-0.4		

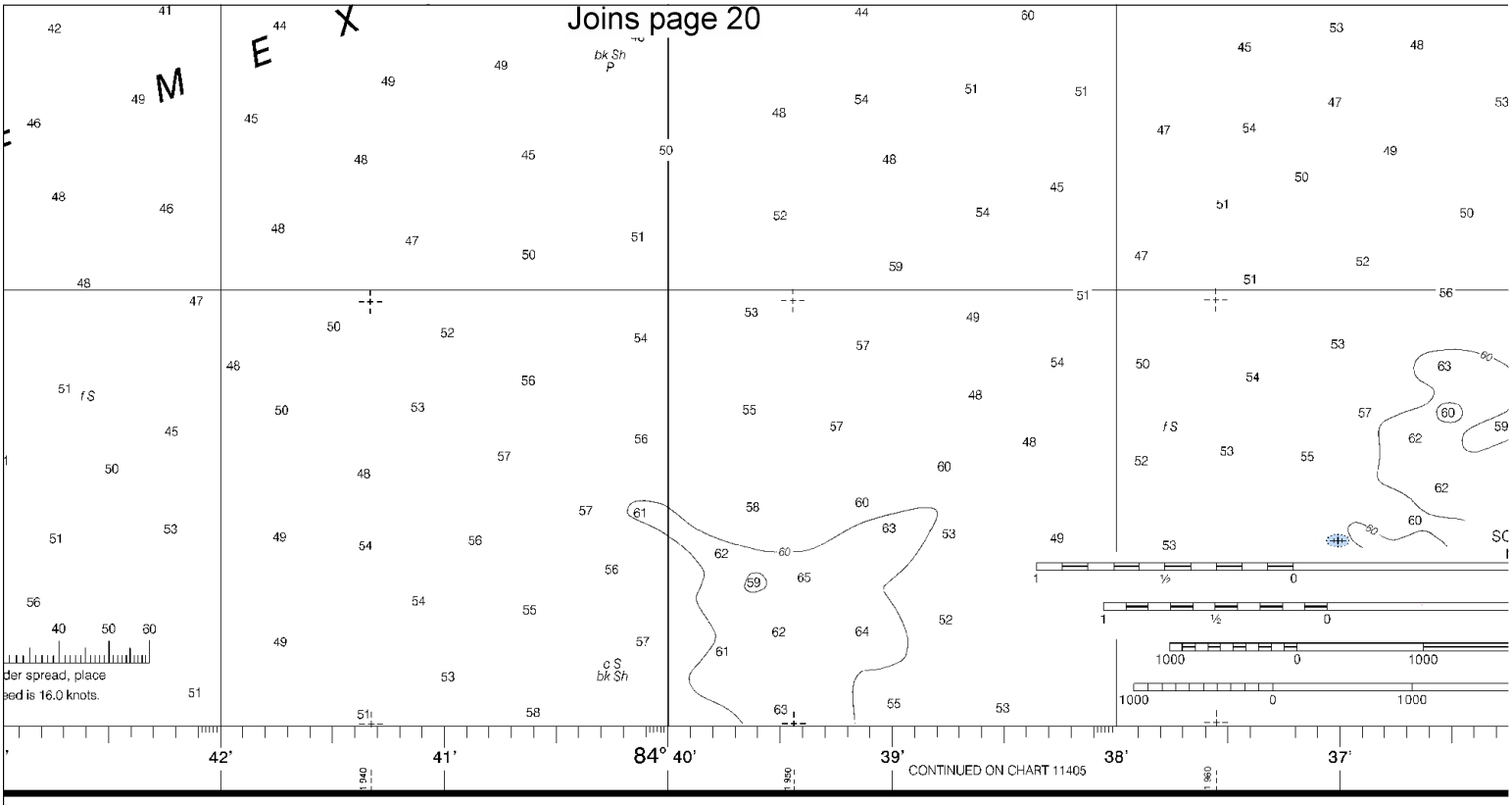
JULY 2007

Time	Ht.	Day	Time	Ht.
h.m.	ft.		h.m.	ft.
1	1321	2.8	16	0450
Su	2141	-0.4	M	0735
				1430
				2209
2	1406	2.8	17	0457
M	2216	-0.3	Tu	0941
				1508
				2237
3	0530	1.4	18	0510
TU	0812	1.3	W	0948
	1457	2.7		1553
	2254	-0.2		2303
4	0545	1.5	19	0527
W	0828	1.3	Th	1051
	1531	2.5		1648
	2331	0.0		2329
5	0606	1.6	20	0549
TH	1049	1.1	F	1200
	1653	2.9		1748
				2355
6	0006	0.3	21	0616
F	0632	1.8	Sa	1313
	1214	0.8		1908
	1806	1.9		
7	0040	0.5	22	0020
Sa	0703	2.0	Su	0649
	1240	0.7		1420
	1840	1.8		2103
8	0112	0.9	23	0041
Su	0738	2.3	M	0726
	1509	0.4		1546
	2142	1.4		
9	0139	1.1	24	0812
M	0818	2.5	Tu	1855
	1629	0.1		
10	0907	2.6	25	0905
TL	1739	-0.2	W	1754
11	1000	2.8	26	1004
W	1841	-0.4	Th	1845
12	1057	2.9	27	1100
TH	1935	-0.4	F	1929
13	1152	2.9	28	1151
F	2022	-0.4	Sa	2007
14	1245	2.9	29	1240
Se	2109	-0.4	Su	2042
15	1334	2.8	30	0347
SL	2136	-0.2	M	0644
				1327
				2114
			31	0364
			Tu	0743
				1415
				2146

AUGUST 2007

Time	Ht.	Day	Time	Ht.
h.m.	ft.		h.m.	ft.
1	0405	1.7	16	0342
W	0642	1.1	Th	0937
	1505	2.3		1547
	2215	0.2		2202
2	0423	1.8	17	0359
Th	0945	0.9	F	1026
	1600	2.4		1638
	2244	0.5		2222
3	0446	2.0	18	0422
F	1051	0.7	Sa	1119
	1703	2.1		1733
	2311	0.0		2242
4	0514	2.2	19	0450
Sa	1205	0.5	Su	1220
	1820	1.8		1850
	2335	1.1		2256
5	0549	2.4	20	0524
Su	1328	0.4	M	1334
	2013	1.5		
	2349	1.3		
6	0633	2.6	21	0609
M	1500	0.2	Tu	1459
7	0729	2.7	22	0709
Tu	1628	0.1	W	1621
8	0839	2.7	23	0828
W	1741	-0.1	Th	1728
9	0957	2.8	24	0948
Th	1840	-0.2	F	1816
10	1109	2.8	25	1055
F	1927	-0.2	Sa	1858
11	1208	2.8	26	0212
Sa	2004	-0.1	Su	0519
				1151
				1933
12	0311	1.6	27	0217
Su	0618	1.4	M	0614
	1258	2.8		1242
	2035	0.0		2005
13	0315	1.6	28	0224
M	0712	1.3	Tu	0705
	1342	2.7		1331
	2100	0.2		2054
14	0321	1.7	29	0235
Tu	0802	1.1	W	0756
	1423	2.6		1421
	2122	0.4		2101
15	0330	1.8	30	0250
W	0850	1.0	Th	0846
	1504	2.4		1514
	2142	0.6		2127
			31	0311
			F	0943
				1612
				2149

Joins page 20



Joins page 25

AUGUST 2007

Day	Time h.m.	Ht. ft.	Day	Time h.m.	Ht. ft.
1	0406	1.7	16	0342	2.0
W	0642	1.1	Th	0937	0.9
	1905	2.7		1547	2.9
	2215	0.2		2202	0.8
2	0423	1.8	17	0359	2.2
Th	0645	0.9	F	1026	0.7
	1900	2.4		1636	2.0
	2244	0.5		2222	1.0
3	0446	2.0	18	0422	2.3
F	1051	0.7	Sa	1119	0.6
	1703	2.1		1733	1.8
	2311	0.9		2242	1.2
4	0514	2.2	19	0450	2.4
Sa	1205	0.5	Su	1220	0.6
	1820	1.8		1850	1.9
	2335	1.1		2256	1.3
5	0549	2.4	20	0524	2.4
Su	1328	0.4	M	1334	0.6
	2013	1.5			
	2349	1.3			
6	0633	2.6	21	0609	2.4
M	1500	0.2	Tu	1459	0.5
7	0729	2.7	22	0709	2.4
Tu	1628	0.1	W	1621	0.4
8	0839	2.7	23	0828	2.5
W	1741	-0.1	Th	1726	0.2
9	0957	2.8	24	0946	2.6
Th	1840	-0.2	F	1816	0.1
10	1109	2.8	25	1055	2.7
F	1927	-0.2	Sa	1858	0.0
11	1205	2.8	26	0212	1.7
Sa	2004	-0.1	Su	0519	1.5
				1151	2.8
				1933	0.0
12	0311	1.6	27	0217	1.7
Su	0618	1.4	M	0614	1.3
	1258	2.8		1242	2.9
	2035	0.0		2005	0.1
13	0315	1.5	28	0224	1.8
M	0712	1.3	Tu	0705	1.1
	1342	2.7		1331	2.9
	2100	0.2		2034	0.3
14	0321	1.7	29	0235	1.9
Tu	0802	1.1	W	0756	0.8
	1423	2.6		1421	2.7
	2122	0.4		2101	0.5
15	0330	1.9	30	0250	2.1
W	0850	1.0	Th	0846	0.6
	1504	2.4		1514	2.5
	2142	0.6		2127	0.8
			31	0311	2.3
			F	0943	0.4
				1612	2.2
				2149	1.1

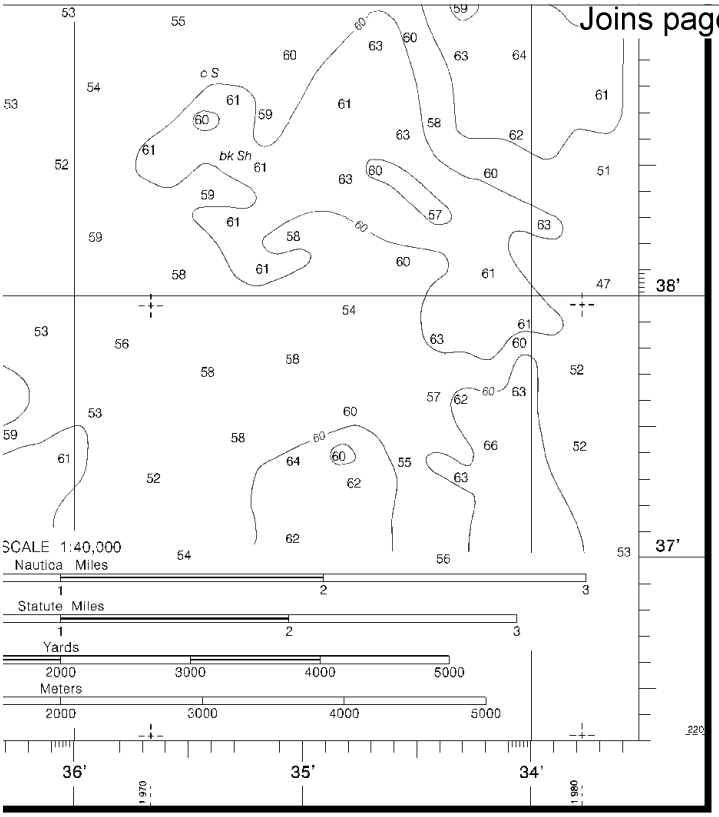
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stem waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SIDE B

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Mobile – 251-441-6211
Coast Guard Panama City – 850-234-2475
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.